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TENDRING/COLCHESTER BORDER GARDEN COMMUNITY JOINT COMMITTEE

AGENDA

DATE:	Monday, 28 February 2022
TIME:	6.00 pm
VENUE:	Layer Suite, JobServe Community Stadium (CUFC), United Way, Colchester, CO4 5UP

MEMBERSHIP:

Councillor M Bush (TDC)
Councillor L Cunningham (ECC)
Councillor P Dundas (CBC)
Councillor C Guglielmi (TDC)

Councillor A Luxford-Vaughan (CBC)
Councillor G Oxford (CBC)
Councillor N Turner (TDC)
Councillor T Wagland (ECC)

Most Council meetings are open to the public and press. The space for the public and press will be made available on a first come first served basis. The meeting will normally be live streamed and the link to this is available at www.tendringdc.gov.uk/livemeetings Those attending the meeting may therefore be filmed. After the meeting the recording of the live stream will normally be available using the same link. Agendas and Minutes are published on the Council's website www.tendringdc.gov.uk

Agendas are available to view at least five working days prior to the meeting date and the Council aims to publish Minutes within five working days of the meeting.

For further details and general enquiries about this meeting, contact Ian Ford Email:iford@tendringdc.gov.uk or Telephone: on (01255) 686584

DATE OF PUBLICATION: Monday, 14 February, 2022

AGENDA

1 Election of the Chairman of the Joint Committee

To elect the Chairman of the Joint Committee for the remainder of the 2021/2022 Municipal Year and the ensuing 2022/2023 Municipal Year.

2 Election of the Deputy Chairman of the Joint Committee

To elect the Deputy Chairman of the Joint Committee for the remainder of the 2021/2022 Municipal Year and the ensuing 2022/2023 Municipal Year.

3 Declarations of Interest

Members of the Joint Committee are invited to declare any Disclosable Pecuniary Interests or Personal Interest, and the nature of it, in relation to any item on the Agenda.

4 Report A.1 - Introduction to the New Tendring Colchester Borders Garden Community Joint Committee (Pages 1 - 22)

To introduce the newly established Tendring Colchester Borders Garden Community Joint Committee appointed for the discharge of specific executive and non-executive functions and to cover any early administrative matters related to the Terms of Reference and Standing Orders agreed by Tendring District, Colchester Borough and Essex County Councils.

5 Report A.2 - The Draft Plan for the Tendring Colchester Borders Garden Community Development Plan Document - Regulation 18 Stage (Pages 23 - 452)

To present the first draft of the Development Plan Document (DPD) i.e. 'the Plan' for the Tendring Colchester Borders Garden Community to the new Joint Committee and to seek its approval to publish that Draft Plan and other relevant documents for public consultation in accordance with Regulation 18 of the statutory plan making process.

Background documents are listed at the end of the covering report but are hosted on a separate website. This link is included in the covering report itself but is also reproduced here <https://talk.tcbgardencommunity.co.uk/useful-documents>.

Date of the Next Meeting

The next meeting of the Tendring/Colchester Border Garden Community Joint Committee will be arranged in due course.

TENDRING COLCHESTER BORDERS GARDEN COMMUNITY JOINT COMMITTEE

28 FEBRUARY 2022

A.1 INTRODUCTION TO THE NEW TENDRING COLCHESTER BORDERS GARDEN COMMUNITY (TCBGC) JOINT COMMITTEE

(Report prepared by Lisa Hastings and Andrew Weavers, Monitoring Officers at Tendring District and Colchester Borough Councils.)

PART 1 – KEY INFORMATION

PURPOSE OF THE REPORT

To introduce the newly established Tendring Colchester Borders Garden Community Joint Committee appointed for the discharge of specific executive and non-executive functions and to cover any early administrative matters related to the Terms of Reference and Standing Orders agreed by Tendring District, Colchester Borough and Essex County Councils.

EXECUTIVE SUMMARY

A Joint Committee has been established by Tendring District Council (TDC), Colchester Borough Council (CBC) and Essex County Council (ECC) in relation to the Tendring Colchester Borders Garden Community (TCBGC).

The Joint Committee's remit is to jointly discharge those specific executive and non-executive functions related to TCBGC, delegated pursuant to Sections 101(5), 102(1)(b) and 102(2) of the Local Government Act 1972 on the Terms of Reference attached at Appendix A.

The functions delegated are set out in 4.2 (a) to (h) (in Appendix A). However, in summary there are two themes, namely:

- (i) To exercise the Council's functions relating to overseeing the preparation of the joint TCBGC Development Plan Document and ensuring it:
 - a. is in accordance with the Local Development Schemes;
 - b. includes policies designed to secure that the development and the use of land in the garden community area contribute to the mitigation of, and adaption, to climate change;
 - c. meets the "tests of soundness" as set out in legislation, national and planning policy and advice contained within guidance issued by the Secretary of State;
 - d. has regard to the adopted Section 1 of CBC & TDC's Local Plan;
 - e. has regard to the resources likely to be available for implementing the proposals in the document;
 - f. other such matters the Secretary of State prescribes; and
 - g. complies with the Council's Statement of Community Involvement.
- (ii) To act as local planning authority to determine planning applications by virtue of the Town and Country Planning (Development Management Procedure) (England) Order

2015, within the TCBGC area.

There are limitations to these delegations and these are set out in paragraphs 4.3 and 4.4.

In addition, it must be noted that not all executive functions have been delegated, though further functions in relation to TCBGC may be delegated to the Joint Committee by the Leaders of each Council in the future. However, at this time, the initial focus of the Committee will be functions in connection with the preparation of the joint Development Plan Document and to determine any planning applications. Therefore, it is possible that questions will be raised for consideration which are outside the remit of the Joint Committee and officers will provide advice on these aspects should such matters arise.

All three Councils are represented on the appointed Joint Committee with full voting rights. However, Essex County Council decided at its meeting on 7th December 2021 that its membership would consist of two seats instead of three as approved by Tendring and Colchester Councils at their earlier meetings, therefore the make-up of the Joint Committee is as follows:

Membership:

- (iii) 2 Members appointed by TDC (one of which must be the Chairman of the Planning Policy and Local Plan Committee) plus 1 Cabinet member appointed by the Leader
- (iv) 2 Members appointed by CBC (one of which must be the Chairman of the Local Plan Committee) plus 1 Cabinet member appointed by the Leader
- (v) 2 Members appointed by ECC, one of whom should be a Cabinet Member or Deputy Cabinet Member.

For the purposes of introducing the Terms of Reference the Joint Committee's attention is drawn to the following administrative matters:

Quorum:

The quorum of a meeting of the Committee shall be as follows: -

- (vi) 2 Members from Tendring District Council
- (vii) 2 Members from Colchester Borough Council
- (viii) 2 Members from Essex County Council

Substitute Members

Each Council has appointed one substitute member having the powers and duties set out in paragraphs 5.2 and 5.3.

Training:

All members of the Joint Committee shall have undertaken suitable training which shall have been approved by the parties. *This requirement will be necessary prior to the determination of any planning application, or as deemed necessary by officers advising the Joint Committee.*

Standing Orders:

The Joint Committee shall be governed by the Standing Orders set out in Appendix 3 of the Terms of reference. The Standing Orders can be amended by the Joint Committee from time to time within the scope of the Terms of Reference following consultation with the Councils' Monitoring Officers.

Administration:

Tendring District Council will be responsible for the administration of the Joint Committee and will undertake all matters connected thereto, including the preparation and dispatch of agendas and securing premises at which the Joint Committee may meet.

Public Speaking Rights

Members of the public have the public speaking rights set out in Annex A.

The Joint Committee has the power to amend the public speaking rights.

Matters to be determined are as follows:

It is necessary to agree a regular venue for the Joint Committee to meet and its starting time whilst providing flexibility for alternative arrangements if necessary. It is proposed that the University of Essex's Wivenhoe Park Campus is the regular venue for the Joint Committee going forward, due to its proximity to the site of the Garden Community. However, this will be subject to availability and a review as to its suitability in the light of the experience for both the Joint Committee and the public. It is recommended that the Committee agree that any interim alternative arrangements would be determined by Officers, in consultation with the Chairman of the Joint Committee.

Public Speaking Rights:

During discussion on the remit of the Public Speaking Scheme, elected Members have raised whether the ability to address the Joint Committee extends to them? During the production of the Scheme, it was always intended that elected Members would have this opportunity within the Scheme. Therefore it is proposed that the Joint Committee confirms the Scheme should be amended to expressly state that elected Members from the District, Borough and County Councils are able to address the Joint Committee on matters within the agenda. For the consideration of Planning Applications, Ward or Division Councillors for the Garden Community area or adjacent wards/divisions would have an additional right to address the Joint Committee.

Planning Probity Protocol:

The Joint Committee will be able to determine planning applications made in relation to development within the TCBGC area and therefore, it is important that a Planning Probity Protocol is adopted for the Joint Committee and it is recommended that officers be instructed to draw up and submit a suggested Protocol to a future meeting of the Joint Committee.

RECOMMENDATIONS

That the Tendring Colchester Borders Garden Community (TCBGC) Joint Committee:

- (a) notes the executive and non-executive functions related to TCBGC delegated to them pursuant to Sections 101(5), 102(1)(b) and 102(2) of the Local Government Act 1972, as set out in the Terms of Reference attached at Appendix A;**
- (b) notes that Essex County Council has appointed two members and that the Terms of Reference should be amended by all three Councils accordingly for completeness;**
- (c) agrees that the regular venue and start time for the meetings of the Joint Committee will be the University of Essex's Wivenhoe Park Campus at 6pm and that any necessary alternative arrangements will be made by Officers, in consultation with the Chairman of the Joint Committee;**
- (d) agrees that the Public Speaking Rights Scheme be amended to expressly state that elected members from the three Councils are entitled to address the Joint Committee within the Scheme and that additional rights be given to Ward and Division Councillors for planning application determinations;**
- (e) subject to (d) delegated authority is given to the Monitoring Officers of the three Councils to agree the wording for the amendments and then to publish the revised scheme; and**
- (f) requests that Officers produce a draft Planning Probity Protocol for further consideration by the Joint Committee at a future meeting thereof.**

PART 2 – SUPPORTING INFORMATION

BACKGROUND

Tendring Colchester Borders Garden Community (TCBGC) is located across Tendring District Council's (TDC) and Colchester Borough Council's (CBC) Local Planning Authority's areas.

Both TDC and CBC have adopted a common Section 1 of their respective Local Plans, which have the shared vision of sustainable development and allocation of TCB Garden Community, which would be further defined through a joint Development Plan Document (DPD) providing detailed parameters and policies (as required within Section 1 – Policies SP8 & 9).

Section 1 of the Local Plans adopted by TDC and CBC Councils in 2021 contains a specific Policy (SP 8) for the Development & Delivery of a New Garden Community in North Essex. All development forming part of the garden community will comply with the principles set out in SP8.

Requirements of the TCBGC DPD are set out in Policy SP 9 of the adopted Section 1 of the Local Plans.

Due to the joint nature of Section 1 there was a case to be made for a Joint Committee for

TDC and CBC, which would also include members from ECC, continuing with the existing partnership working on this project. This format had been adopted elsewhere and linked into decisions around infrastructure and possibly other County matters.

It is possible to delegate various functions to a Joint Committee but that at this stage the Terms of Reference for the Joint Committee are limited to planning functions related to preparing for plan making through the DPD process; and development control and determination of planning applications for TCBGC against the common Section 1 and adopted DPDs. ECC has also delegated its relevant planning functions to the Joint Committee for the TCBGC.

All three Councils resolved at their respective Full Council meetings held in November and December 2021 to establish the Joint Committee. The Terms of Reference and Scheme of Delegation of the TCBGC Joint Committee are set out in Appendix A.

Further executive functions related to the TCBGC could be delegated by the Leaders of each Council, as the project develops and a partnership agreement might be deemed necessary between the Councils to formulate arrangements between them. Each Council is represented on a separate TCBGC Member Group, which will remain in place. However, its terms of reference and membership will be revised to prevent overlap or duplication with the role of the Joint Committee and to provide separation between the executive strategic decisions and direction retained by each Council.

BACKGROUND PAPERS FOR THE DECISION

Published Report and Minutes of the meeting of the TDC Full Council held on 30 November 2021.

Published Report and Minutes of the meeting of the CBC Full Council held on 2nd December 2021.

Published Report and Minutes of the meeting of the ECC Full Council held on 7 December 2021.

APPENDICES

Appendix A – Terms of Reference of the Joint Committee

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TERMS OF REFERENCE FOR TENDRING COLCHESTER BORDERS GARDEN COMMUNITY JOINT COMMITTEE
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1. Parties:

- (1) Tendring District Council ("TDC")
- (2) Colchester Borough Council ("CBC")
- (3) Essex County Council ("ECC")

2. Status:

This Committee is a joint committee for Tendring Colchester Borders Garden Community (TCBGC) formed by resolutions of the Cabinets and Full Councils of TDC, CBC and ECC pursuant to sections 101(5), 102(1)(b) and 102(2) of the Local Government Act 1972. The Local Authorities (Arrangements for the Discharge of Functions) (England) Regulations 2012, Regs 11 (7) and 12 (4) *(These regulations determine arrangements involving joint committees and membership)*.

TDC and CBC have agreed pursuant to Section 28 of the Planning and Compulsory Purchase Act 2004 to prepare a joint local development document, for the purposes of these Terms of Reference to be known as a joint TCBGC DPD, although the name of the Garden Community may change throughout the process.

3. Membership:

- 2 Members appointed by TDC (one of which must be the Chairman of the Planning Policy and Local Plan Committee) plus 1 Cabinet member appointed by the Leader
- 2 Members appointed by CBC (one of which must be the Chairman of the Local Plan Committee) plus 1 Cabinet member appointed by the Leader
- 2 Members appointed by ECC, one of whom should be a Cabinet Member or Deputy Cabinet Member.

3.1 All members of the Committee shall have undertaken suitable training which shall have been approved by the parties.

4. Terms of reference:

4.1 The Committee's remit is to jointly discharge the functions ('the Functions') set out in Appendix 1 in relation the Tendring Colchester Borders Garden

Community, the exercise of which have been delegated to the Committee by TDC, CBC and ECC, subject to the limitation in paragraphs 4.3 and 4.4.

4.2 The functions delegated by TDC, CBC and ECC include:-

- (a) To exercise the Council's functions relating to overseeing the preparation of the joint TCBGC DPD and ensuring it:
 - a. is in accordance with the Local Development Schemes;
 - b. includes policies designed to secure that the development and the use of land in the garden community area contribute to the mitigation of, and adaption, to climate change;
 - c. meets the "tests of soundness" as set out in legislation, national and planning policy and advice contained within guidance issued by the Secretary of State;
 - d. has regard to the adopted Section 1 of CBC & TDC's Local Plan;
 - e. has regard to the resources likely to be available for implementing the proposals in the document;
 - f. other such matters the Secretary of State prescribes; and
 - g. complies with the Council's Statement of Community Involvement
- (b) the power to formulate and prepare a draft Joint Development Plan Document for consultation under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012;
- (c) carry out an appraisal of the sustainability of the proposals within the joint TCBGC DPD and approve the findings of the appraisal;
- (d) make recommendations to TDC and CBC in relation to the approval of the TCBGC DPD for the purpose of its submission to the Secretary of State for independent examination under Section 20 of the 2004 Act, and consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012;
- (e) consideration of amendments or modifications of the joint TCBGC DPD recommended by the person carrying out the independent examination under section 20 of the 2004 Act;
- (f) recommend to CBC and TDC adoption of Joint Development Plan Documents in accordance with Section 28 of the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012; and
- (g) the power of the TDC and CBC as local planning authority to determine planning applications by virtue of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

- (h) To exercise TDC, CBC and ECC's local planning authorities' powers and duties in relation to development control including for the avoidance of doubt the power to approve authorise and direct the respective Local Planning Authorities to enter into agreements regulating the development or use of land pursuant to S106 of the Town and Country Planning Act 1990 and related powers.
- 4.3 Note that the following are the sole responsibility of TDC and CBC's full Council's:
- a) Responsibility for giving of instructions to the Cabinet and Joint Committee to reconsider the draft plan submitted by the Joint Committee for the Council's consideration.
 - b) The amendment of the draft joint development plan document submitted by the Joint Committee for the full Council's consideration.
 - c) The approval of the joint development plan document for the purposes of consultation submission to the Secretary of State for independent examination.
 - d) The adoption of the joint development plan document.
- 4.4 Committee shall discharge the functions relating to town and country planning and development control as specified in *Schedule 1 to the Local Authorities (Functions and Responsibilities) (England) Regulations 2000 (as amended)*, falling wholly or substantially within the Tendring Colchester Borders Garden Community area shown coloured purple on the plan contained at Appendix 2.
- 4.5 The Committee may exercise the subsidiary powers authorised pursuant to section 111, Local Government Act 1972 in connection with the discharge of the functions.
- 4.6 The Committee may exercise the powers of delegation contained in section 101(2), Local Government Act 1972 and agree a Scheme of delegation to officers.
- 4.7 TDC, CBC or ECC may request an application to be considered by the Committee in accordance with an agreed scheme.
- 4.8 All members of the Committee shall be entitled to vote on any matter to be determined by the Committee.

5. Standing Orders

- 5.1 The Committee shall be governed by the Standing Orders set out in Appendix 3.
- 5.2 The Committee shall have the power to amend the Standing Orders from time to time within the scope of these Terms of Reference following consultation with the Council's Monitoring Officers.

6. Administration

- 6.1 The Council which is the local planning authority shall receive applications relating to the functions in the usual way and shall be responsible for all administrative stages leading to and flowing from the exercise of the functions.
- 6.2 The administration of the Committee will be undertaken by TDC who shall be responsible for all matters connected with the administration of the Committee, including the preparation and dispatch of agendas and securing premises at which the Committee may meet.

Functions delegated by Tendring District Council and Colchester Borough Council to the Joint Committee in relation to Tendring Colchester Borders Garden Community.

1. The functions delegated by TDC and CBC: -

- (a) To exercise the Council's functions relating to overseeing the preparation of the joint TCBGC DPD and ensuring it:
 - a. is in accordance with the Local Development Schemes;
 - b. includes policies designed to secure that the development and the use of land in the garden community area contribute to the mitigation of, and adaption, to climate change;
 - c. meets the "tests of soundness" as set out in legislation, national and planning policy and advice contained within guidance issued by the Secretary of State;
 - d. has regard to the adopted Section 1 of CBC & TDC's Local Plan;
 - e. has regard to the resources likely to be available for implementing the proposals in the document;
 - f. other such matters the Secretary of State prescribes; and
 - g. complies with the Council's Statement of Community Involvement
- (b) the power to formulate and prepare a draft Joint Development Plan Document for consultation under Regulation 18 of the Town and Country Planning (Local Planning)(England) Regulations 2012;
- (c) carry out an appraisal of the sustainability of the proposals within the joint TCBGC DPD and approve the findings of the appraisal;
- (d) make recommendations to TDC and CBC in relation to the approval of the TCBGC DPD for the purpose of its submission to the Secretary of State for independent examination under Section 20 of the 2004 Act, and consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012;
- (e) consideration of amendments or modifications of the joint TCBGC DPD recommended by the person carrying out the independent examination under section 20 of the 2004 Act;
- (f) recommend to CBC and TDC adoption of Joint Development Plan Documents in accordance with Section 28 of the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012; and

(g) the power of the TDC and CBC as local planning authority to determine planning applications by virtue of the Town and Country Planning (Development Management Procedure) (England) Order 2015.

2. The functions delegated by TDC, CBC & ECC: -

(a) To exercise TDC, CBC and ECC's local planning authorities' powers and duties in relation to development control including for the avoidance of doubt the power to approve authorise and direct the respective Local Planning Authorities to enter into agreements regulating the development or use of land pursuant to S106 of the Town and Country Planning Act 1990 and related powers within the Tendring Colchester Borders Garden Community area showed coloured purple on the plan in Appendix 2.

3. In exercising the functions in paragraph 2(a) the kind of matters that would fall to the Joint Committee to consider, in the determination of planning applications would include:

- Housing – all tenures (market, affordable, and specialist housing for elderly persons etc.)
- New schools (primary, secondary, special education needs early years and post 16)
- Community centre, community hub and library
- leisure uses, sports provision, and allotments
- Country parks, recreation and public open space
- Any waste development proposals.
- Sustainable Urban Drainage
- Town/neighbourhood centre(s) and associated shops (all shapes and sizes)
- Public realm, footpaths and dedicated cycle routes/network
- All new roads and road crossing within the Garden Community
- Any segregated/dedicated bus routes
- Commercial and employment sites, including energy for waste proposals.
- Minerals planning applications.

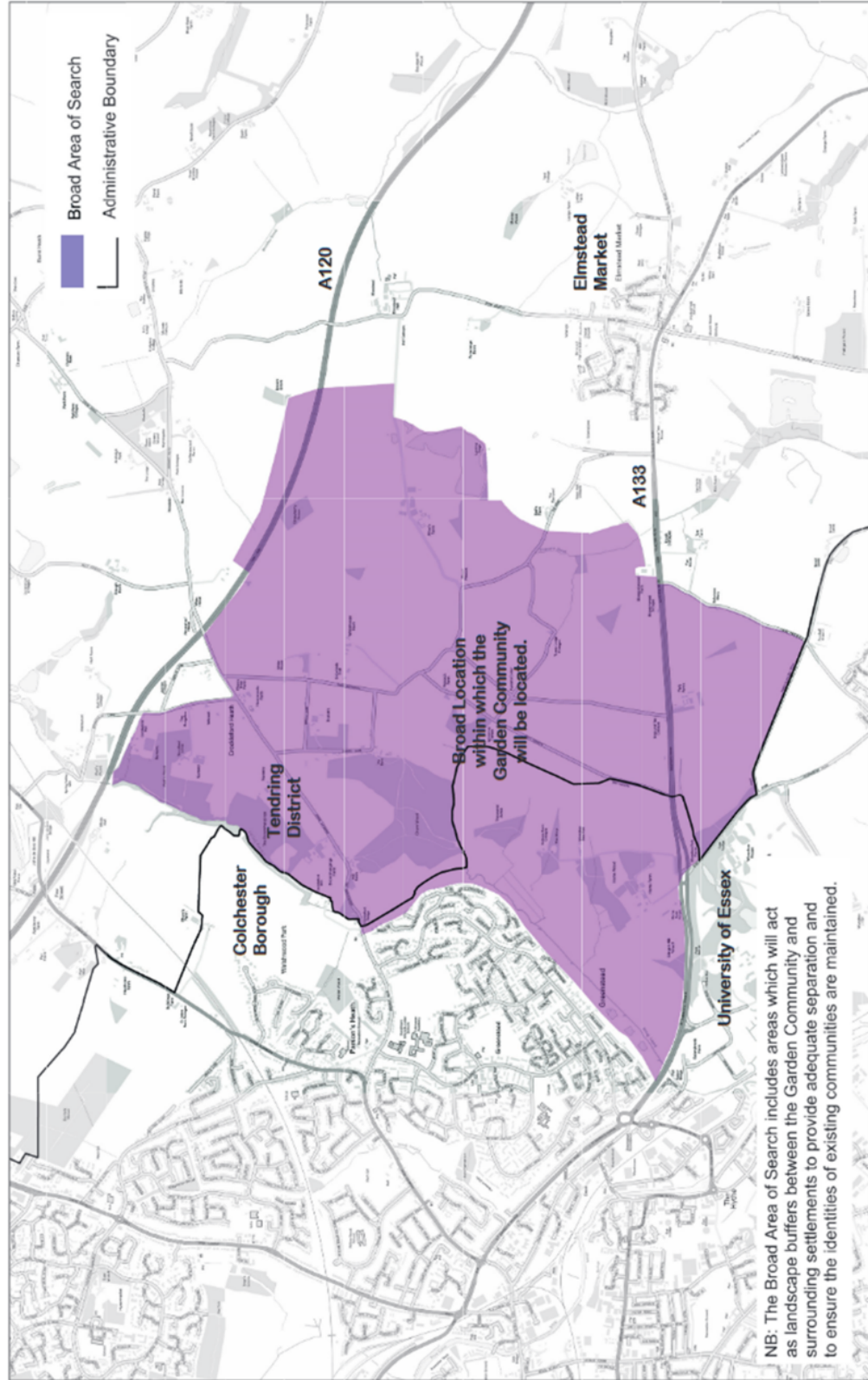
4. In addition the Joint Planning Committee would also have a role in considering:

- The heads of terms for S106 obligations relating to the mitigation measures, necessary infrastructure and affordable housing required to deliver a policy compliant development.
- Development viability, where relevant, in relation to S106 obligations.
- Stewardship model aligned to the S106 and associated permissions.

- Ongoing monitoring of the compliance of development with agreed permissions, related obligations/conditions and its implementation to an agreed standard.

Tending Colchester Borders Garden Community - Broad Area of Search

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Appendix 2

Plan showing Tending Colchester Borders Garden Community

<p style="text-align: center;">Standing Orders for Tendring Colchester Borders Garden Community Joint Committee</p>
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1. Appointment of Chair and Deputy Chair

- 1.1 The Committee shall, at its first meeting in each municipal year, and from time to time as it considers necessary, elect a Chair and Deputy Chair. The Chair and Deputy Chair shall rotate between the Council's.
- 1.2 In the absence from any meeting of the Chair and Deputy Chair, a Chair for that meeting shall be appointed by the meeting but shall relinquish the chair if the Chair or Deputy Chair subsequently arrives at the meeting.

2. Appointment of Spokespersons

- 2.1 Each of the Councils shall nominate one of the committee members which it appoints as its spokesperson.

3. Notice of and Summons to Meetings

- 3.1 The administration of the Committee shall be undertaken by Tendring District Council who will give notice to the public of the time and place of any meeting in accordance with the access to information rules applicable to local authorities. At least five clear days before a meeting, the Committee Service will send an agenda by post and/or electronically to every member of the Committee. The agenda will give the date, time and location of each meeting and specify the business to be transacted and will be accompanied by such details as are available.
- 3.2 The Committee Service will take reasonable steps to ensure that a copy of the agenda and accompanying papers are placed on deposit at the offices of each of the councils for public inspection at least five clear days before the meeting and are published on the Council's web sites. The Committee Service will ensure that arrangements are put in place for the inspection of background papers in accordance with section 100D, Local Government Act, 1972 and to ensure compliance with all other provisions of Part VA, of that Act.
- 3.3 Dates, times and venues for meetings shall be determined by the Committee. In the absence of agreement or in cases of urgency, meetings may be called by the Committee Service following consultation with the Chair and Deputy Chair.

- 3.4 If at any time Tendring District Council was unable to fulfil its role in providing the administration to the Committee, Colchester Borough Council or Essex County Council will perform the functions.

4. Membership

- 4.1 Committee members shall be appointed by the Councils from time to time in accordance with the Committee's terms of reference. A Council may at any time replace one or more of its nominated members by notice given to the Committee Service.

5. Substitute Members

- 5.1 Each Council will appoint one substitute member. Each Council will notify the Committee Service of substitute members appointed.
- 5.2 Substitute members will have all the powers and duties of an ordinary member of the Committee. For the purposes of briefing meetings and circulation of papers, substitute members shall be treated in the same manner as ordinary members.
- 5.3 Substitute members may attend meetings in the capacity of an ordinary member of the Committee. The substitute member should withdraw from participation as a member of the Committee in the business at that meeting during any period at which the ordinary member is in attendance.

6. Quorum

- 6.1 The quorum of a meeting of the Committee shall be as follows: -
- 2 Members from Tendring District Council
 - 2 Members from Colchester Borough Council
 - 2 Member from Essex County Council

7. Public speaking rights

- 7.1 Members of the public have the public speaking rights set out in Annex A.
- 7.2 The Committee shall have the power to amend the public speaking rights.

8. Voting

- 8.1 All members of the Committee shall be entitled to vote upon any decision due to be made by the Committee.
- 8.2 Every question shall be decided by a show of hands, subject to Rule 8.3.

- 8.3 If any member demands a named vote and is supported by two other members, the question shall be determined by a named vote and the Committee Service shall record and enter in the minutes the names of each member present and whether they voted for or against or abstained.
- 8.4 Any member may, immediately after any vote is taken, require a record to be made in the minutes of whether they voted for or against or abstained.
- 8.5 If there are equal numbers of votes for and against, the Chair will have a second and casting vote.

9.0 Tenure of office

- 9.1 A member shall cease to be a member of the Committee if the person—
(a) resigns in accordance with paragraph 9.3;
(b) is removed or replaced by the Council which made the appointment; or
(c) ceases to be a member of a constituent Council (and does not on the same day again become a member of that or any other Council).
- 9.2 A person who ceases to be a member of the Committee shall be eligible for reappointment.
- 9.3 A member may resign from the Committee by sending written notice delivered to the proper officer of the Council which appointed the member;
- 9.4 Any casual vacancy shall be filled as soon as practicable by the body which appointed the member of the Committee whose membership has ceased.

10. Minutes

- 10.1 The Chair will sign the minutes of the Committee at the next suitable meeting. The Chair will move that the minutes of the previous meeting be signed as a correct record.

11. Exclusion of Public

- 11.1 Members of the public and press may only be excluded either in accordance with the Access to Information provisions of the Local Government Act 1972 (consideration of 'exempt information') or Rule 13 (Disturbance by Public).

12. Disorderly Conduct: Misconduct of a Member

- 12.1 If at any meeting of the Committee any member, in the opinion of the Chair, misconducts themselves by persistently disregarding the ruling of the Chair, or by behaving irregularly, improperly or offensively, or by wilfully obstructing the business of the Committee, the Chair or any other member may move "That

the member named be not further heard", and the motion if seconded shall be put and determined without discussion.

- 12.2 If the member named continues their misconduct after a motion under the foregoing Rule has been carried, the Chair shall either move "that the member named do leave the meeting" (in which case the motion shall be put and determined without seconding or discussion); or adjourn the meeting of the Committee for such period as in their discretion shall consider expedient.
- 12.3 In the event of a general disturbance which in the opinion of the Chair renders the due and orderly despatch of business impossible, the Chair, in addition to any other power vested in him/her, may adjourn the meeting of the Committee for such period as in their discretion shall consider expedient.

13. Disorderly Conduct: Disturbance by members of the public

- 13.1 If a member of the public interrupts the proceedings at any meeting the Chair shall warn them. If a member of the public continues the interruption the Chair shall order their removal from the meeting.
- 13.2 In case of a general disturbance in any part of the room open to the public the Chair shall order that part to be cleared.

14. Suspension of Standing Orders

- 14.1 Any of these Standing Orders may, so far as is lawful, be suspended by motion passed unanimously by those entitled to vote on the application in question. Any motion to suspend any part of these rules shall specify the purpose of their suspension. Any suspension shall only be to the extent and for the length of time necessary to achieve the stated purpose.

15. Attendance at the Committee by other members of the Councils

- 15.1. A member of any of the Councils who is not a member of the Committee may speak at a meeting of the Committee at the request or with the permission of the Committee or of its Chair made or obtained before the meeting. Such request or permission shall specify the matters in respect of which the member shall be permitted to speak.

16. Attendance at the Committee by Council Officers

- 16.1 The relevant Officers from the Councils will attend the Committee meetings to present the reports and advise the Committee in relation to its decision making.

17. Statements of Community Involvement

- 17.1 Public consultation in relation to pre application matters shall be dealt with in accordance with the Statement of Community Involvement or other appropriate procedures of the Council responsible for issuing the consent.

<p style="text-align: center;">Tendring Colchester Borders Garden Community Joint Committee</p>
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PART A

Public Speaking Arrangements- General

1. Members of the public, who want to speak about an item which is to be considered at a meeting of the Committee can do so if they have notified the Committee Service by 12.00 noon on the day before the meeting.

At the Committee Meeting

2. Agenda items for which there are public speakers are taken first, normally in the order of the agenda.
3. Each speaker will be allowed three minutes in which to make their representation. The Chair will tell the speaker when the three minutes has elapsed and the speaker must stop when requested by the Chair. The Chair has discretion to extend this time limit.
4. The Chair will ask the speaker to come to the table at the beginning of the discussion of the report of the relevant item. The Chair will then invite them to speak following the Officer's introduction to the report on the item.
5. The speaker should address the Chair of the Committee, which is the normal convention for Committees.
6. Speakers should remember to:
 - Keep to 3 minutes or whatever other period has been agreed.
 - Highlight the main points they wish to raise and be as brief and concise as possible.
 - Be courteous.

At the conclusion of the public speaking, the Committee will discuss and determine the item.

<p style="text-align: center;">Tendring Colchester Borders Garden Community Joint Committee</p>
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PART B

Public Speaking Arrangements- Planning Applications

1. Members of the public, or applicants or their agents, who want to speak about an application which is to be considered at a meeting of the Committee can do so if they have:
 - (a) in the case of members of the public, already submitted a written representation on an application; and
 - (b) notified the Committee Service by 12.00 noon on the day before the meeting.
2. A member of the public who has made a written representation on a planning application which is to be determined by the Committee, will be notified in writing about the committee date and their public speaking rights in the week before the Committee meeting.

At the Committee Meeting

3. A list of public speakers is available at the meeting. Agenda items for which there are public speakers are taken first, normally in the order of the agenda.
4. Each speaker will be allowed three minutes in which to make their representation. The Chair will tell the speaker when the three minutes has elapsed and the speaker must stop when requested by the Chair. The Chair has discretion to extend this time limit.
5. If more than one person wants to make a representation about the same application, then they should choose someone to act as a spokesperson. When several people wish to speak on the same application but wish to raise different issues, the Chair may agree to those speakers making representations. In these circumstances, less time may need to be given to each speaker.
6. The Chair will ask the speaker to come to the table at the beginning of the discussion of the report on the relevant application. The Chair will then invite them to speak following the Officer's introduction to the report on the application.
7. The speaker should address the Chair of the Committee, which is the normal convention for Committees.
8. Speakers should remember to:

- Keep to 3 minutes or whatever other period has been agreed.
- Keep to the planning issues raised by the application.
- Highlight the main points they wish to raise and be as brief and concise as possible.
- Be courteous.

At the conclusion of the public speaking, the Committee will discuss and determine the planning application.

TENDRING COLCHESTER BORDERS GARDEN COMMUNITY JOINT COMMITTEE

28 FEBRUARY 2022

A.2 THE DRAFT PLAN FOR THE TENDRING COLCHESTER BORDERS GARDEN COMMUNITY DEVELOPMENT PLAN DOCUMENT (DPD) – REGULATION 18 STAGE)

(Report prepared by Gary Guiver, Karen Syrett, Shelley Blackaby and Matthew Jericho)

PART 1 – KEY INFORMATION

PURPOSE OF THE REPORT

To present the first draft of the Development Plan Document (DPD) i.e. 'the Plan' for the Tendring Colchester Borders Garden Community to the new Joint Committee and to seek its approval to publish that Draft Plan and other relevant documents for public consultation in accordance with Regulation 18 of the statutory plan making process.

EXECUTIVE SUMMARY

Key Points

- The adopted shared Section 1 Local Plan for North Essex identifies a broad area of land crossing the Tendring/Colchester border for the development of a new Garden Community comprising 7,000-9,000 homes and 25ha of employment land along with new neighbourhood centres, health facilities, schools, early years facilities, provision for gypsies and travellers, land for the future expansion of the University of Essex and all associated infrastructure.
- The development is to be served by a 'Rapid Transit System' and a link road between the A120 and A133, for which government funding has been secured through the Housing Infrastructure Fund (HIF).
- The Section 1 Local Plan requires the preparation and formal adoption of a specific 'Development Plan Document' (DPD) containing further details of the Garden Community before any planning applications for development at the site can be approved.
- Officers from Tendring District Council, Colchester Borough Council and Essex County Council ('the Councils') have worked together with partners and specialist consultants to produce a first 'Draft Plan' for the Garden Community which addresses specific requirements of the Local Plan - having particular regard to community and stakeholder feedback, a range of technical evidence and a comprehensive masterplanning exercise.

- The Draft Plan for the Garden Community, like the Local Plan to which it relates, must proceed through the statutory plan-making process which involves different stages of public consultation and an examination by a government-appointed Planning Inspector, before it can be adopted.
- The Draft Plan is recommended by Officers to be published for a minimum of six-weeks formal public consultation in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
- This consultation will allow any interested parties including residents, businesses, developers and other groups and organisations to comment on the first draft and for those comments to be taken into account by the Councils in drawing up a revised version of the Plan for a further final round of consultation and submission to the Secretary of State for examination later in the year.

Local Plan Requirements

In 2021 both Tendring District Council and Colchester Borough Council formally adopted the North Essex Authorities' Shared Strategy Section 1 of Local Plan which establishes the overarching strategy for growth in North Essex, the housing and employment targets for Tendring, Colchester and Braintree up to 2033 and policies for the Tendring Colchester Borders Garden Community. Policies SP8 and SP9 in the Section 1 Plan relate specifically to the development of the Garden Community and how it is to be developed in line with overarching 'Garden Community Principles'. Specific requirements of Policy SP8 include the need to prepare a Development Plan Document (DPD) containing policies setting out how the Garden Community will be designed, developed and delivered and that no planning consent forming part of the Garden Community will be granted until this Plan is completed and formally adopted by the Councils. Policy SP9 then goes on to set out the specific requirements that both the Plan and any planning applications are expected to meet.

Masterplanning process, engagement and evidence gathering

A comprehensive master planning process involving specialist consultants with input and review by the Councils has been carried out to inform the content of the Draft Plan. To date, the master planning process has involved a technical baseline analysis of the site, wide ranging community engagement to inform and guide an overarching strategic vision for the development, and a 'spatial options' exercise to generate reasonable options and alternatives for the potential layout and configuration of the Garden Community.

Both the master planning process and the drafting of planning policies for inclusion in the Draft Plan have also been informed by a range of technical studies and evidence across a range of topics and which will be further expanded and refined to inform the evolution and refinement of the Plan as it progresses towards the next stage of the statutory plan making process throughout 2022.

The recommended policies and proposals in the Draft Plan, including the preferred option and alternative options for its spatial layout have also been the subject of Sustainability Appraisal work by independent consultants which meets a legal requirement of the plan making process. The purpose of the Sustainability Appraisal is to assess the high level environmental, social and economic impacts of policies and proposals, and alternative options to inform the Councils' decisions on the most appropriate approach to take forward.

The vision for the Garden Community

The Draft Plan contains an overarching strategic vision which underpins both the proposed spatial layout of the Garden Community and the planning policies that will guide its development. This vision relates to a series of 'themes' and related ideas that emerged from the public and stakeholder engagement activities that were carried out in 2021. The Key Vision Themes which form part of the Draft Plan (and which define its structure) are set out as follows:

- **Nature:** The outdoor natural environment of the Garden Community will be its biggest asset. It will comprise green infrastructure where neighbours will spend time, play, interact and grow. It will provide a natural support system for both people and wildlife.
- **Buildings, Places and Character:** The Garden Community will provide the right jobs, homes and spaces for all aspects of life. It will create thriving distinctive spaces for a range of activities and employment opportunities. It will be memorable for its landscape and architecture and will be widely recognisable of its place in North Essex.
- **Community and Social Infrastructure:** The Garden Community will be known for its healthy and happy community. It will have a variety of diverse community spaces, play spaces, great local schools and a network of sport and leisure facilities. It will establish long term and participative stewardship of infrastructure from the outset.
- **Movement and Connections:** The Garden Community will be structured around a dense network of traffic-free walk and cycle routes with rapid public transit prioritised and supported by a range of innovative mobility measures. This will ensure day to day trips are shorter, quicker and cheaper without a car.
- **Sustainable Infrastructure:** The Garden Community will make living sustainably easy for its residents. Green infrastructure and building solutions will be integrated from the outset and follow best practice standards.

Land uses and spatial approach

The 'preferred spatial option' for the Garden Community as recommended by Officers and set out in the Draft Plan is one that involve 7,500-8,000 homes across three defined 'neighbourhoods' confined to land north of the A133, south of the A120, west of a new A120/A133 Link Road and east of a new

country park around Salary Brook. The alternative options would have involved different levels of residential development, potentially taking place on land south of the A133 and east of the proposed link road – leading to a greater loss of agricultural land, resulting in segregated communities and raising greater concerns about long-term coalescence with surrounding towns and villages and the strong wish of residents in Elmstead Market and Wivenhoe for that not to happen.

New employment land is proposed in the Draft Plan on an area of land south of A120 and east of the Link Road for general business and industrial activity and on an area of land north of the A133 for the potential high-tech expansion around the Knowledge Gateway (at the University of Essex). It is also proposed that space for business is created within the neighbourhood centres that will serve each of the three residential neighbourhoods.

There are two alternative options for the employment land north of the A133 and for potential expansion of the University of Essex on land south of the A133 for which no preference is currently indicated in the Draft Plan. The inclusion of these alternative options in the Draft Plan draws on recent engagement and communication with the University of Essex, which is keen to ensure the Garden Community provides the opportunity to support its long-term expansion of academic facilities and the creation of high skilled jobs through linkages to the Knowledge Gateway. The alternative options involve different scales of development with different implications for connectivity with the existing Knowledge Gateway, commercial deliverability, accessibility and impact on land around Salary Brook and the size of any green gap south of the A133 and north of Wivenhoe. These alternatives, which will require further assessment and technical consideration by the Councils, are proposed to be included in the Draft Plan for consultation to enable public and stakeholder feedback before the Councils make a final choice.

Whichever of the above options is eventually chosen, key areas of land around the eastern and southern edges of the Garden Community site running alongside the Link Road and the area of the B1027/Elmstead Road are to be defined as 'Strategic Green Gaps' that will be given extra protection against new development to ensure a green buffer between the Garden Community, Elmstead Market and Wivenhoe is maintained.

The preferred strategy also makes provision for an 'area of special character' around Crockleford Heath aimed at safeguarding its distinctive rural character; new 'park and choose' facilities located near the route of the Rapid Transit System; and a provisional location for a future gypsy and traveller site in the northern area of the site close to the A120 and its proposed connection to the Link Road.

Whilst the Draft Plan sets out an overarching spatial layout for the Garden Community, it does not and cannot at this stage provide precise details of how each part of the development will be laid out and configured. The policies in the Draft Plan therefore require that additional detail be worked up, in advance of any planning applications, through a Strategic (site wide) Masterplan and Strategic Design Code along with supporting Neighbourhood Masterplans and Design Codes for each phase of development. These will need to be approved by the Councils but could be carried out either by the Councils, the developers or through a collaborative approach and with community and stakeholder engagement.

Planning Policies

The Draft Plan contains a series of planning policies that support the delivery of the preferred spatial layout, seek to deliver sustainable development and reflect the themes and vision that have emerged from the community and stakeholder engagement activities. Because the Garden Community is potentially a 30-40 year development project and there are many issues that will evolve and change over that period of time, the wording of the policies has to achieve a careful balance in their level of prescription and flexibility. Officers have sought to ensure that the policies are clear enough to be meaningful and understandable, yet flexible enough to respond to inevitable change. Therefore, as a general principle, the policies in the Draft Plan either set out specific expectations and requirements, or they require that further work is undertaken for the Councils' approval either before or in support of a planning application, upon which more detailed requirements can be based.

The scope and purpose of the planning policies in the Draft Plan is summarised as follows:

- **Policy 1: Land Uses and Spatial Approach** – Accompanied by a key diagram and illustrative masterplan, this policy identifies the key elements of the Garden Community, reflecting the preferred spatial option. It defines the areas for development, the approach neighbourhoods, strategic green gaps, the Crockleford Heath Area of Special Protection, the Salary Brook Country Park, the options for expansion and employment land around the University of Essex and Knowledge Gateway, the A120 business park and associated park and choose facility and the provisional location for a Gypsy and Traveller site.
- **Policy 2: Requirements for all new development** – This policy sets out general requirements around design, practical matters, impacts and compatibility that will apply to all development proposals for the Garden Community and any future development within the Garden Community once it has been established. It is essentially the 'catch all' policy for the determination of planning applications – similar in many respects to those found in both Tendring and Colchester's Section 2 Local Plans.
- **Policy 3: Nature** – Sets out specific requirements for the development relating to green infrastructure and the natural environment. The policy contains requirements for a comprehensive Green Infrastructure Strategy for the development, the need to integrate green infrastructure and blue infrastructure (water features), the protection of wildlife and the need to achieve a 'net gain' in biodiversity, expectations around the protection and planting of trees, creation of 'productive' (food producing) landscapes, and the need and technical requirements for Sustainable Drainage Systems (SuDS). The policy also requires the Garden Community to integrate sensitively with the environmental mitigation for the A120-A133 link road and a list of additional documentation to be provided in support of any planning application.

- **Policy 4: Buildings Place and Character** – This policy sets out the Councils' expectations for how the Garden Community will be a unique place with a distinctive character and how this will be determined through further Strategic and Neighbourhood level Masterplans and Design Codes. The policy requires a mix of housing size, type and tenure (with a minimum requirement of 30% affordable housing, which is established in the Section 1 Plan) and that the precise mix will be informed by a 'Housing Strategy' that the Councils will have to approve before determining relevant planning applications. The Housing Strategy will also inform the approach to the provision of care, assisted living, specialist and student housing. The policy also provides guidance on achieving an appropriate density of residential development in different parts of the site, sets specific standards around internal space standards, adaptable/wheelchair standards and garden sizes and lists the requirements for additional documents to be provided in support of planning applications.
- **Policy 5: Economic Activity and Employment** – This policy sets out the different ways in which the Garden Community will deliver opportunities for employment, education and training across a variety of sectors to achieve a minimum of one job per household, either within or close to home or within a sustainable commutable distance. The key elements of the policy include the expansion of the University of Essex and Knowledge Gateway, the creation of 'centres' of employment activity within each of the Garden Community's three neighbourhoods, a new business park immediately south of the A120 and ensuring opportunities for home working, for example, by providing the highest standard of broadband and live-work space. The policy also promotes the Rapid Transit System for commuters, positive partnership working with educational establishments and developers to ensure the best possible match between new jobs in growing sectors and the skills required by local people to do those jobs, as well as requiring developers to enter into a formal agreement to employ and train local people wherever possible.
- **Policy 6: Community and Social Infrastructure** – Ensuring the Garden Community is served by the necessary infrastructure at the right time with appropriate arrangements for long term stewardship is a key pillar of the Garden Community Principles. This policy sets out the approach to community and social infrastructure including flexible community space, specific requirements for new schools and other education facilities, sport and recreational facilities and expectations around stewardship. The policy also promotes measures aimed at promoting health and wellbeing as developed through engagement with colleagues in the NHS and Sport England, taking into account 'healthy new towns principles' and 'active design principles'. Community and social infrastructure provision will need to be informed by a 'Demographic Study' that the Councils will have to approve before determining relevant planning applications. Proposals must also include planning obligations, a Phasing and Implementation Strategy and be informed by a Health Impact Assessment.
- **Policy 7: Movement and Connections** – This policy sets out all the measures to be adopted within the Garden Community to prioritise walking, cycling, public transit and other low carbon forms of transportation over private cars to help achieve net zero carbon transport by 2050 – whilst recognising that private transportation (moving towards electric and other sustainable

forms) will still play an important role in people's lives in the future and appropriate provision must be made. The policy requires further development of a Public Transport Strategy and a specific Design Code or Guidance for parking and electric charging. It also sets out expectations for the connectivity of the Garden Community with the Rapid Transit System, the new A120/A133 Link Road and the wider public transport networks as well as specific documentation in support of planning applications.

- **Policy 8: Sustainable Infrastructure** – The Garden Community is to be an exemplar development that leads the way in meeting the very highest standards of energy efficiency, water efficiency and renewable energy generation. This policy sets out the Councils' expectation for all buildings to be net zero carbon, as a minimum, and contains either specific requirements for development or further work to be carried out, for the Council's approval, to inform the development approach – given that the technologies and techniques are likely to evolve and improve over the lifetime of the development. The policy covers the approach to design and construction, renewable energy, water conservation, sustainable waste management, ultrafast broadband, and prior minerals extraction.
- **Policy 9: Infrastructure Delivery and Impact Mitigation** – The final policy in the Draft Plan sets out how the Council will work with the developers to ensure infrastructure is provided at the right time and follows a carefully planned phased approach. The policy also explains how the Council would intend to use legal agreements or a Community Infrastructure Levy (CIL) to secure infrastructure or relevant financial contributions.

Next steps

The Committee is asked to agree that both the Draft Plan (Appendix 1) and the associated Sustainability Appraisal (Appendix 2) be published for consultation in line with Regulation 18 of the statutory plan making process and Regulation 13 of the Environmental Assessment of Plans and Programme Regulations to invite any comments and feedback from the community and stakeholders.

It is proposed that any available evidence base documents including the Master planning Baseline Study, Strategic Vision and Spatial Options and the other documents listed as background papers also be published, for information and public consideration, alongside the Draft Plan and SA Report.

If the Committee agrees to proceed with the above, it is proposed that the six week consultation will commence early March 2022 and conclude in April 2022. All documentation for the consultation will be published on the Councils joint Tendring Colchester Borders Garden Community engagement website at talk.tcbgardencommunity.co.uk, with links from the Council's websites.

Hard copies of the Draft Plan will be made available to view at Council Offices and public libraries, subject to their opening hours. Consultees on both Tendring and Colchester Council's databases will be notified.

The consultation will be supported via publicity through several mediums. This will include online advertising, social media, newspaper and magazine advertising, e-newsletters and posters in community spaces. Subject to no change in Covid restrictions, there will also be a number of 'drop in' events. These events will be held to help answer any questions on the Draft Plan. It should be noted that any representations must still be submitted via the engagement website or via email or letter.

Following the consultation, the partner Councils will process all representations and will consider any comments made when producing a final version of the Plan for the Committee's (and Full Council) approval for final round of consultation and submission to the Secretary of State towards the end of 2022.

RECOMMENDATION

That the Tendring Colchester Borders Garden Community Joint Committee:

- i) agrees that the 'Tendring Colchester Borders Garden Community Draft Plan' (attached as Appendix 1) and the related Sustainability Appraisal (SA) (attached as Appendix 2) and other supporting evidence be published for six weeks consultation in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) and Regulation 13 of the Environmental Assessment of Plans and Programme Regulations; and**
- ii) agrees that authority be delegated to the Acting Director of Planning for Tendring District Council, in consultation with the Chairman of the Tendring Colchester Borders Garden Community Joint Committee, the Lead Officer for Planning, Housing & Economic Growth for Colchester Borough Council and the Spatial Planning Manager for Essex County Council, to make corrections, if necessary, to address any minor formatting, typographical, grammatical or factual errors within the aforementioned Draft Plan (in Appendix 1), in the event that any are discovered before consultation commences.**

PART 2 – IMPLICATIONS OF THE DECISION

DELIVERING PRIORITIES

The Tendring Colchester Borders Garden Community, as well as being the principal strategic development proposal in the jointly adopted Shared Section 1 Local Plan, will also deliver on the priorities of all three Councils represented on the Joint Committee.

For Tendring District Council, the Garden Community would deliver on a number of key priorities within its Corporate Plan 2020-2024 and is specifically identified as a project under the theme of 'Building Sustainable Communities for the Future'. It will also deliver on the priorities around effective

planning policies, effective and positive governance, developing and attracting new businesses, more and better jobs, health and wellbeing, carbon neutral by 2030, proactive planning services and public spaces to be proud of.

For Colchester Borough Council, the Garden Community would deliver on a number of the goals set out in its Strategic Plan 2020-2023 including, specifically, the creation of a Development Plan Document for the Tendring Colchester Borders Garden Community. The development will also help deliver on the Council's other goals around responding to the climate emergency, conserving and enhancing biodiversity (including creating more space for nature to grow and thrive), enabling more opportunity for walking and cycling (including the improvement of facilities and routes for cyclists and walkers to enable active travel behaviours, healthier lifestyles and reduce car use), increasing the number, quality and types of homes (including ensuring all new homes are designed to a high quality across all tenures) and working with the University and Essex and other educational establishments and businesses to address local skills shortages.

For Essex County Council (ECC), Everyone's Essex, the new organisation strategy, sets out four strategic aims and 20 commitments. Within the commitments there are strategic aims for a strong inclusive and sustainable economy; for Essex to be a good place for children and families to grow; a high-quality environment; and for health, wellbeing and independence for all ages. Everyone's Essex also makes a commitment to supporting people to switch to more sustainable travel options so as to achieve net zero carbon emission targets. Consistent with achieving these commitments, the Draft Plan for the Garden Community includes draft policies that seek to deliver and maintain high quality infrastructure (transportation, education, sustainable drainage, minerals and waste etc), support a growing and diverse economy (employment) and the delivery of sustainable new housing and communities (wider public health and well-being, housing mix, green infrastructure etc). The Plan's preparation also reflects collaboration with partners and responds to the Levelling Up agenda. Achieving this requires ECC to ensure that the development, planning and infrastructure delivery across the administrative county, is aligned with planning documents that are being prepared. This is to ensure that the planned growth includes provision for the delivery of ECC's infrastructure and services commensurate with the growth being planned, and to support existing and future residents and businesses.

RESOURCES AND RISK

The Draft Plan (Development Plan Document) has been prepared jointly by Officers from Tendring District Council, Colchester Borough Council and Essex County Council with support from the jointly-funded project team which includes a specialist consultant from Hyas. The comprehensive masterplanning process has been led by Prior + Partners with specialist support on transport and infrastructure, managed through the joint project team with valuable input from the community and other stakeholders via a varied programme of the engagement activities. The masterplanning work and other elements of the evidence base have been commissioned and jointly funded by the Councils through agreed budgets.

The overall Garden Community project is being managed by the three authorities through agreed budgets and through appropriate structures to ensure input and overview, not only from the Joint Committee, but also from the lead elected Councillors, Senior Officers, Planning Officers, Transport Officers, Project Team and the independent 'Community Liaison Group' specifically set up to provide a community input into the project. There are also structures in place for constructive engagement with the lead developers Latimer/Clarion and Mersea Homes, including an ongoing 'Planning Performance Agreement' (PPA) which establishes and secures funding to cover the cost of meetings and, in the coming months, dedicated resources to facilitate the pre-application process and the assessment and determination of planning applications.

The Councils have also sought and secured external funding in support of the project – most notably the Housing Infrastructure Funding (HIF) from Homes England for the Rapid Transit System and the A120/A133 Link Road. Funding was also secured from the Ministry of Housing, Communities & Local Government (now the Department for Levelling Up, Housing and Communities) to support the master planning work as part of the pilot of the Government's National Model Design Code.

Moving forward, the Councils will need to keep budgets under review as the project moves from the plan-making stage of the process towards pre-application discussions the receipt and determination of planning applications and on to development, delivery and stewardship. As the project proceeds, the Councils will need to consider what role they will play in the delivery of the development and ongoing stewardship either in partnership or through another appropriate arrangement with the lead developers.

The main risk associated with the publication of the Draft Plan (Development Plan Document) will be the receipt of representations or objections that reveal issues around legal compliance, soundness and deliverability that the government-appointed Planning Inspector will need to consider and resolve through the examination process. To minimise this risk, Officers in the preparation of the Draft Plan have considered very carefully the feedback received through the various public engagement activities and have sought to engage positively with key stakeholders including the University of Essex and the lead developers. The Councils will need to consider any representations or objections to the Draft Plan and associated evidence documents and will need to make changes and improvements before the Plan is finalised for the final round of consultation and submission to the Secretary of State. At this time the Joint Committee will be asked to consider the revised documents for recommendation to their respective Full Councils for approval.

The nature of any objections might also pose a risk to the timetable for the overall Garden Community project and the delivery of the first phase of homes and associated infrastructure. Because the Section 1 Local Plan requires that planning permissions are not to be granted until the Development Plan Document has been completed and adopted, a delay to its adoption would have a knock-on effect to delivery on the ground. Furthermore, the grant of HIF funding for the Rapid Transit System and Link Road is predicated on the delivery of new homes at the garden Community by March 2025 which could be impacted if significant delays are incurred. It should be noted that ECC is currently

in negotiations with Homes England on extending the completion date of the A120/A133 Link Road to 2025. However, the obligation to deliver new homes by March 2025 remains.

The economic viability and thus deliverability of the Garden Community is another key factor to keep under review as the project progresses, particularly as the proposal is worked up in more detail and implications around cost and values alter over the course of time reflecting wider economic factors. The Councils will be updating their viability evidence in support of the project and the lead developers are expected to adjust their assumptions around costs and values accordingly, as is common for any major development project. The costs and timescales associated with the delivery of key infrastructure – including the Rapid Transit System and A120/A133 link road have already been reviewed by ECC in liaison with Homes England as the external funding body, as outlined in an ECC Cabinet Report considered on 18 January 2022.

If the Joint Committee, for whatever reason, decides not to proceed with public consultation on the Draft Plan and associated documents or delay the decision pending further information or work, there would be a resultant risk of delay to the overall timetable (and associated cost) and the delivery of early key infrastructure and the first phases of housing, and resultant impacts on the HIF conditions ECC has agreed with Homes England.

LEGAL

Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 (as amended) state that applications for planning permission must be determined in accordance with the 'Development Plan' unless material considerations indicate otherwise. The Draft Plan for the Garden Community is a 'Development Plan Document' which will carry the same legal status as a Local Plan and which, on adoption, would sit with the Local Plan (including the Essex Minerals and Waste Local Plans) as part of the statutory 'Development Plan' for both Tendring and Colchester. The plan-making process and the associated legislation, regulations and national planning policy and guidance applicable to the Plan for the Garden Community are essentially the same as those applicable to the preparation and review of Local Plans.

Section 33A of the 2004 Act places a legal duty upon local authorities and other public bodies to engage constructively, actively and on an on-going basis on strategic matters of cross-boundary significance (which includes housing supply) to maximise the effectiveness of Local Plan preparation and also applies to the Plan for the Garden Community. This is known as the 'Duty to Cooperate'. Paragraphs 24 to 27 of the National Planning Policy Framework (NPPF) stress that close cooperation between District Councils and County Councils (in two tier areas) will be critical to ensure that both tiers are effective when planning for strategic matters and necessary infrastructure. In this instance, the Tendring and Colchester Councils will need to demonstrate they have complied with the Duty as they are the Local Planning Authorities. Before Planning Inspectors can begin the process of examining a Plan, they need to be satisfied that the relevant local authorities have demonstrated that they have done everything they can to ensure effective cooperation with their neighbouring authorities, ECC and other statutory and partner organisations and have sought to

resolve, as far as is possible, any cross-boundary planning issues. To date, Tendring and Colchester Councils have complied with the Duty to Cooperate, as confirmed by the government Planning Inspector in his final post-examination report which allowed Tendring and Colchester to formally adopt the Shared Section 1 Local Plan. ECC is continuing to carry out its functions properly by engaging in the plan-making process. The ongoing cooperation between Officers and Members of the Councils and the positive engagement with wider stakeholders on this project, culminating in the setting up of a Joint Committee to consider a jointly-prepared Draft Plan is a positive demonstration of continued compliance with the Duty to Cooperate.

Section 19 of the 2004 Act requires local planning authorities to carry out a 'Sustainability Appraisal' for Local Plans and other Development Plan Documents and consider the consequence of reasonable alternatives, during their preparation and, in addition, prepare a report of the findings of the Sustainability Appraisal. More generally, section 39 of the Act requires that the authority preparing a Plan must do so "with the objective of contributing to the achievement of sustainable development". The purpose of a Sustainability Appraisal is to ensure that potential environmental effects are given full consideration alongside social and economic issues. A Sustainability Appraisal has been produced for the Draft Plan and will need to be published for consultation alongside the Plan as part of the statutory plan-making process and will be updated and published for further consultation at future key stages of plan preparation.

The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) make provision for the operation of the local development planning system including, for the purposes of this report, regulations relating to the preparation, publication and representations relating to a Local Plan or Development Plan Document and the independent examination. At this 'preferred options' stage, Regulation 18 requires the authorities to notify relevant bodies and individuals of the Plan being prepared and to invite them to make representations on the Plan and what it does, or ought to contain. The authorities are then required to take those representations into account in progressing the Plan to the next stage.

Like a Local Plan, the Plan for the Garden Community will ultimately be tested, through the examination process, to meet both legal requirements and the 'tests of soundness' set out in the latest NPPF which was last updated in 2021. The tests of soundness are:

- a) Positively prepared – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
- b) Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;

c) Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and

d) Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant.

Because the Shared Section 1 of the Local Plan which has already been examined and adopted sets out specific policy requirements for the Garden Community and the content of the Development Plan Document, the Councils will also need to ensure and demonstrate to the Inspector through the examination that the Plan also meets with those requirements.

Only on confirmation of the legal compliance and soundness of the Plan following the examination process, can the Councils proceed to formal adoption.

OTHER IMPLICATIONS

Area, Ward or Divisions affected: The Garden Community development will affect land within both the District of Tendring and the Borough of Colchester, associated ECC Divisions and the corresponding local electoral wards of Elmstead Market, Ardleigh, Greenstead and Wivenhoe. However, the economic, social and environmental impacts of the development are likely to be felt, directly or indirectly, over a wider area – as reflected in its status as a strategic proposal in a Shared Section 1 Local Plan for North Essex.

Consultation/Public Engagement: The principle of the Tendring Colchester Borders Garden Community has already been established through the Shared Section 1 Local Plan which was the subject of consultation and public engagement in its own right as part of the statutory plan-making process.

Further engagement and consultation is required in relation to the more detailed Plan for the Garden Community and some has already taken place in various forms. In 2017, consultation was undertaken on an initial 'Issues and Options Concept Plan' which was submitted as a piece of evidence into the examination for the Section 1 Local Plan to give the Planning Inspector an indication of how the Garden Community could, potentially, be delivered. Whilst the feedback received during that consultation was useful to generate ideas and identify issues of concern in our communities which have been borne in mind through the latest work, the 2017 consultation document is no longer of any direct relevance to the current Draft Plan. This is mainly because the 2017 work pre-dated the finalisation and adoption of the Section 1 Local Plan and its specific policy requirements and the granting of planning permission by Essex County Council of the proposed A120/A133 Link Road – the final route of which has had a bearing on the options considered through the most recent master planning work.

In starting afresh with the Plan for the Garden Community, the Councils have undertaken more up to date community and stakeholder engagement in a variety of forms to feed into the vision for the Garden Community which, in turn, has fed into the master planning work and the content of the first Draft Plan.

This engagement has taken place in unprecedented times, due the Covid-19 pandemic and has largely been digital. Activity has included the publication of an Engagement and Consultation Strategy, which set out a series of engagement principles the Councils would commit to, to deliver a dedicated programme of engagement. An information website was initially set up to provide up to date progress on the project, and this was closely followed by the creation of a dedicated engagement website for the project, which ran a series of different engagement 'tools' in order to appeal to as wide an audience as possible. A Community Liaison Group was independently recruited, comprising of local people, and master planners and officers have met with them on a regular basis to get their input into the project. Briefings have also taken for Town and Parish Councils, and officers have met with other local stakeholders and community groups. An extensive survey and street interviews took place, along with master planning led, and Council led, visioning workshops. These workshops took place with residents, elected Councillors, Town and Parish Councils, Officers across different partner organisations and statutory consultees. Two engagement reports have been produced which summarise the feedback received as part of these engagement activities, which are to be published as background documents.

If the Committee agrees to proceed with consultation on the Draft Plan, it will be in the form of a six-week statutory consultation.

Equality and Diversity: The Draft Plan for the Garden Community contains policies aimed at promoting inclusiveness, equality and diversity. These include policies to ensure a mix of housing sizes, types and tenures to meet the requirements of different groups in society including people with disabilities or mobility issues, people with low incomes, people in need of care and gypsies and travellers. There are also policies aimed at ensuring accessibility to jobs, shops, services and facilities can be achieved by a variety of transport modes with priority given to walking, cycling, rapid transit, public transit and mobility vehicles whilst still enabling access by private vehicles. Policies around public realm and green infrastructure also promote inclusive environments and accessibility for people with different disabilities.

The Public Sector Equality Duty applies to the Councils when it makes decisions. The duty requires the Council to have regard to the need to:

- (a) Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Act. In summary, the Act makes discrimination etc. on the grounds of a protected characteristic unlawful.
- (b) Advance equality of opportunity between people who share a protected characteristic and those who do not.

(c) Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.

The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership, race, religion or belief, gender, and sexual orientation. The Act states that 'marriage and civil partnership' is not a relevant protected characteristic for (b) or (c) although it is relevant for (a).

Crime and Disorder: The Draft Plan for the Garden Community aims to deliver a new community that promotes employment, skills and training opportunities as well as health and wellbeing. Its policies require design and architecture to minimise the opportunities for crime and working with the Essex Police in the drawing up of detailed plans.

Health Inequalities: The Draft Plan has drawn up through positive engagement with colleagues in the NHS and ECC Public Health and policies within it promote health and wellbeing and embed the healthy new towns and active design principles.

PART 3 – SUPPORTING INFORMATION

LOCAL PLAN REQUIREMENTS

The principle of a new Garden Community on the Tendring/Colchester border has been established through policies in the Shared Section 1 Local Plan for North Essex. The Section 1 Plan was formally adopted by Tendring District Council on 26th January 2021 and by Colchester Borough Council on 1st February 2021 following the conclusion of the independent examination and receipt of Planning Inspector Roger Clews' final report. In the Section 1 Local Plan, the Garden Community forms part of the overarching vision for growth in North Essex and the associated Spatial Strategy set out in Policy SP3 and its 'broad location' is shown on Diagram 10.2.

Policy SP6 in the Section 1 Local Plan requires all new development to be supported through the provision of the infrastructure, services and facilities identified to serve the needs arising from the development. Specific to the Garden Community is a requirement (in Section A of Policy SP6) for a Development Plan Document (DPD) to include an infrastructure delivery strategy and phasing plan, details of the design and delivery of the rapid transit system (RTS) and target modal shares for each transport mode and details of sustainable transport measures. The policy also requires planning consent and funding approval for the A120/A133 Link Road and RTS to be in place before any planning approvals for development forming part of the Garden Community; and for sustainable transport measures to be in place from first occupation.

Policy SP7 sets out a number of 'place shaping principles' which will apply to all new development in North Essex as well as the Garden Community. These include general high-level expectations

around architectural quality, the protection and enhancement of assets of historical or natural value, biodiversity, connectivity of places, mix of land-uses and environmental sustainability.

Policy SP8 contains specific requirements for the Garden Community including the expected amount of new homes and employment land and the requirement for a specific Development Plan Document (DPD) along with the principles with which all development forming part of the Garden Community will be expected to comply. These include expectations around community and stakeholder participation, collaborative working between the public and private sectors, quality of development, stewardship and a comprehensive approach to planning and infrastructure delivery.

Policy SP9 then contains specific requirements that the DPD will be expected to address under the headings of place-making and design quality, housing, employment and jobs, transportation, community infrastructure and other requirements. Notable requirements include the need for the development to have its own identity, for clear separation to be maintained between the new community and the villages of Elmstead Market and Wivenhoe, for there to be a country park along the Salary Brook corridor incorporating Churn Wood, and for land to be allocated to accommodate expansion of the University of Essex.

Within the text of the Draft Plan proposed for consultation, Officers have outlined the key requirements of the Section 1 Local Plan that will need to be addressed through the spatial approach and policies. The Draft Plan meets with the majority of the Section 1 Local Plan requirements in full, but there are some areas that will need to be developed further between Regulation 18 and Regulation 19 stages – including in relation to phasing details and modal share as the technical evidence is expanded upon.

A120-A133 LINK ROAD AND RAPID TRANSIT SYSTEM

ECC working with CBC and TDC, were successful in attracting funding under the Housing Infrastructure Fund (administered by Homes England) for the delivery of the A120-A133 Link Road, and the offsite sections of the Rapid Transit System (RTS). The awarding of the funding has been made on the basis that this transport infrastructure unlocks housing growth at the Garden Community, without which the Garden Community could not be developed to the scale proposed. In accordance with the conditions of the funding agreement with Homes England, the Councils will seek to maximise the recovery of this funding from the Garden Community as it is developed. The mechanism for the recovery of funding will be secured by legal agreement between the Councils and the developer(s), with the level of recovery informed by regular reviews of development viability so that an appropriate financial contribution towards recovery is set which takes into account other policy requirements and contributions required of the developer(s). Contributions received from this recovery mechanism will be recycled back into supporting additional housing growth in the area at the discretion of the Councils and Homes England, as set out in the conditions of the Housing Infrastructure Fund.

A RTS will be in place to connect the Garden Community with the University of Essex, Colchester Town Centre, Colchester Railway Stations, Colchester Hospital, Community Stadium, Colchester Sports Park and the existing Park and Ride site in north Colchester. This will provide a high frequency, efficient public transport system with priority over general traffic within the Garden Community. The route, which will run alongside the A133 Clingoe Hill via the Knowledge Gateway, will link into the Garden Community. The final route will be confirmed by the Councils and agreed through the strategic masterplan.

The A120-A133 Link Road received planning permission from ECC in 2021 and is scheduled to open in 2025. Its objective is to support growth at the Garden Community, manage congestion in the wider locality and improve connectivity. It will comprise a new 2.4km road between the existing A120 and A133 in the east of Colchester; a new grade separated junction at the A120; and a new roundabout at the junction with the A133, to join into the existing highway network. Two intermediate roundabouts will also be provided along the Link Road to retain existing accesses and provide for future access requirements to the Garden Community. Walking, cycling and horseriding provisions associated with the Link Road have been designed to provide new networks, permeability, and connections across the Link Road for existing and future land users, linked to existing or diverted Public Rights of Way.

COMMUNITY AND STAKEHOLDER ENGAGEMENT

In line with the requirements of the Section 1 Local Plan, community and stakeholder engagement has been and will continue to be critical to the success of the Garden Community, both in the planning stages and as the new community develops and grows. The Draft Plan that Officers have produced, along with the comprehensive master planning work that sits behind it, has been shaped and influenced by the feedback received from the community and other stakeholders in response to a number of different engagement activities. These activities are summarised in the table below:

Activity	Date	Summary
Launch of information website HOME - Tendring/Colchester Borders Garden Community (tcbgardencommunity.co.uk)	Website launched October 2020	Provided background information on Garden Community project, FAQs and useful documents.
Introduction of Freepost address	January 2021	In order for those not online to participate in engagement, a Freepost address was created and then publicised throughout 2021.
Launch of engagement website Publication of multiple engagement tools, to appeal to a variety of audiences. Creating a Place for Life (tcbgardencommunity.co.uk)	Website launched February 2021. Engagement tools ran until October 2021.	Engagement tools included: <ul style="list-style-type: none"> • Give us Your Ideas • Three Word Survey • Share Your Story for a Vision of the Future • Send a Pic • Pin Your Thoughts on Our Interactive Map

		<p>These tools sought to appeal to different kinds of audiences, as set out in the Engagement and Consultation Strategy published on this page What is the Tendring Colchester Borders Garden Community? Creating a Place for Life (tcbgardencommunity.co.uk)</p> <p>The engagement website also includes background information, an 'ask a question' function and useful documents.</p>
Formation of Community Liaison Group (CLG)	Independently recruited group formed in May 2021	Officers/masterplanners met with the CLG for their input, ideas and insight in July 2021, August 2021, October 2021, November 2021, December 2021 and January 2022 (to date).
Visioning Survey	August – September 2021	In support of the 'visioning' work, a survey was held online, via street interviews, and via paper copies out in the community.
Visioning Postcard from the Future	August – September 2021	In support of the 'visioning' work a <i>postcard from the future</i> was held online and via paper copies out in the community.
Visioning Workshops (Master planning Led)	September – October 2021	<p>Workshops were held as below:</p> <ul style="list-style-type: none"> 16 September – TCBGC Member Group 22 September – Local Plan Committees 23 September – Resident 27 September – Town and Parish Councils 28 September – Resident 5 October – Seldom Heard Groups 6 October – Seldom Heard Groups 13 October – Community Liaison Group
Statutory Stakeholder Workshops (Local Planning Authority Led)	September – October 2021	<p>Workshops were held as below:</p> <ul style="list-style-type: none"> 28 September – Essex County Council 29 September – Statutory Consultees 15 October – Health Statutory Consultees

The feedback received through these engagement activities has been set out in two reports which form part of the evidence base in support of the Draft Plan. The engagement to date has revealed a number of common themes which have helped define the structure and main policy areas within the Draft Plan and some key messages that have been summarised within the text of the Draft Plan.

MASTERPLANNING WORK

Prior + Partners, with Gillespies, Hydrock, ITP and the Engagement Group were commissioned to support the Councils in defining a vision and preliminary masterplan options for the Garden Community. This Masterplan has been prepared in stages alongside an ongoing process of engagement to gather input from communities and other stakeholders as the work progressed. The masterplan work set out in the evidence bases comprises of three main pieces of work and reports: a Baseline Report, Strategic Vision and Spatial Options as set out below.

- **Baseline Report.** The Baseline Report provides an analysis of key issues, opportunities and constraints that will need to be considered when evolving the approach to master planning and design of the Garden Community. It sets out information about the site and the main characteristics across the area of search as identified in the Section 1 Local Plans. The analysis captures the condition of the area as it currently stands, and its relationship to existing towns and settlements. It goes on to consider a number of important influences and themes including the physical landscape profile, the heritage assets, surface, ground and foul water flooding risk and drainage, utilities infrastructure and transport infrastructure. It summarises the various issues into summary maps to set out constraints and opportunities and provides a view on fixed and flexible constraints that would influence the approach to future development in the area.
- **Strategic Vision.** The Strategic Vision draws from the baseline work and wider engagement to set out an overall vision and a set of strategic development principles and objectives, making a clear statement of what would constitute a successful outcome for development of the Garden Community. The Strategic Vision was informed by a series of engagement workshops and surveys with different local stakeholders. It follows a small number of key themes that framed the engagement process – namely considering the vision and objectives for Nature, Movement & Connections; Community & Social Infrastructure, Buildings, Places & Character and Sustainable Infrastructure. Each theme includes a description of the kind of place the Garden Community could become, supported by a series of strategic principles, and more specific objectives to set out how these principles could be achieved.
- **Masterplan Spatial Options.** Building on the research and analysis produced in the Baseline and Strategic Vision, this final report synthesises the ambition and design considerations in order to develop a set of potential masterplan options for the Garden Community. The report draws from the baseline analysis of opportunities and constraints and illustrates how the Strategic Vision and key themes could be taken forward on the site. To enable a consistent and pragmatic approach to the consideration of options, the analysis has been based on the midpoint of the range set in Section 1 Local Plans, and has tested the delivery of 8,000 homes alongside appropriate open space and all necessary supporting infrastructure. The report provides an analysis of different approaches to areas of land, under three main masterplan options – Option 1 based upon a maximum development area, Option 2 based upon maximum connectivity with a lower land take than Option 1 and finally Option 3 with maximum retained for open space & landscape. Each option is considered in terms of specific locations for different land uses, the key features relating to each and calculations on the overall land take, average residential densities and area for open space and community facilities.

The Masterplan work has set a strong basis to the approach taken in the DPD, including taking a thematic approach to key policies and including a range of important place making and other objectives. The work up to the Strategic Vision has drawn heavily from the engagement process that

has been run in parallel and is included in the separate engagement reports (referred to elsewhere in this report).

Whilst the masterplan work did not explicitly identify a 'preferred option', it has helped to enable a comparative review of alternative approaches and implications, including via the Sustainability Appraisal process, and consideration against the findings of other evidence base documents such as the Transport & Movement Framework and Economic Study.

The Councils have considered that Option 3 sets a suitable basis for a preferred approach, with key land use elements extracted into the proposed Key Diagram and other policies. Given the location and significance of the University of Essex, the Draft Plan also presents some potential alternative approaches adjacent to the University for consultation.

The Masterplan and in particular the Spatial Options are intended to illustrate potential alternative approaches. These will need to be evolved further as time goes on, in part to reflect feedback from consultation on the Draft Plan, but also to consider further technical evidence and analysis as it comes together over time. It should therefore be considered as providing an initial robust indication of the way forward, but flexibility will be needed to refine and amend the approach over time. The DPD therefore still includes a policy requirement for further work to agree a 'Strategic Masterplan' and 'Strategic Design Code' before planning applications can be approved on the site.

SUSTAINABILITY APPRAISAL

Under the Planning and Compulsory Purchase Act 2004, Sustainability Appraisal (SA) is mandatory for Development Plan Documents (DPDs). It is also necessary to conduct an environmental assessment in accordance with the Strategic Environmental Assessment (SEA) Regulations (as amended). The SEA Regulations remain in force post-Brexit and it is a legal requirement for the Plan to be subject to SA and SEA throughout its preparation. SA and SEA are tools used at the plan-making stage to assess the likely effects of the plan when judged against reasonable alternatives.

Land Use Consultants (LUC) has carried out a SA, incorporating SEA, of the Draft Plan on behalf of the Councils. LUC carried out the Additional Sustainability Appraisal for the Section 1 Local Plan. The SA report is appended to this Committee report so that members are informed of the likely effects of the Draft Plan and reasonable alternatives. The SA report must be published for public consultation alongside the plan to which it relates. SA is an iterative process and further SA work will take place as the plan progresses.

The SA appraised the policies and reasonable alternatives and considered the Plan's cumulative effects. The Plan must be in conformity with the adopted Shared Section 1 Local Plan, which limits the alternatives for both the Plan's policies and the masterplan. Options that are not in conformity with the Section 1 Local are not reasonable alternatives.

Taken as a whole, the SA concluded that the Draft Plan sets out a positive plan for the achievement of the Garden Community. The policies of the plan set a high standard which development will be required to meet and it is considered consistent with the principles of sustainable development.

The SA found that the significant quantum of new homes provided by the Plan will contribute to the housing need of the Councils. The layout of the site would provide residents with good access to services and facilities and jobs across three new centres as well as to the new employment land delivered at the north east and south of the site. There is also potential for increased linkages between the site and the university campus to the south, which could foster economic growth and the potential for residents to make use of the further learning facilities at this location. The green links incorporated at the site and rapid transit network are likely to support a significant proportion of residents making use of more sustainable transport options. This is particularly the case given that the development is designed to provide access to essential services and facilities within a 15 minute walk or with high accessibility by cycling or public transport.

However, the development set out in the Plan also has the potential for adverse impacts, principally in relation to environmental quality. The level of development provided could result in detrimental impacts on local habitats and biodiversity sites. There is also potential for harm to local landscape character, the settings of surrounding settlements and to heritage assets. Furthermore, regardless of the potential for a high level of uptake of sustainable modes of transport, the development of a large number of new homes and the occupation of new businesses supported through the Plan has the potential to result in negative effects in terms of traffic congestion, climate change and air quality. It is expected, however, that the policies in the Plan will help to mitigate the potential for many of the adverse effects described above.

Of the three masterplan options considered for the spatial layout of the Garden Community, the preferred option (option 3) on which Policy 1 is based was found to perform more sustainably than the two alternatives. This reflects the higher proportion of the site that would remain undeveloped, with increased benefits in terms of preserving local landscape character, the setting of nearby settlements and heritage assets and greenspace for habitat provision and connectivity. This approach was also found to perform more favourably in terms of limiting the need to travel by car, given the higher density and more compact form of development that would result. This approach is considered mostly likely to provide residents with easy access to a range of services and facilities within the Garden Community at the new centres. Option 3 would also limit the potential for a portion of residents to be located to the south of the A133 (as would result through options 1 and 2) where they would experience a degree of severance from the rest of the Garden Community.

The SA concluded that the Plan seeks to accommodate large scale growth to meet the local housing need in a manner that will support good access to services and facilities. It will also help achieve a high level of sustainability in terms of building standards, promotion of sustainable travel and incorporation of greenspace to promote benefits relating to biodiversity as well as local character and resident's health and wellbeing. The development will face challenges, most notably with regards to impacts on the local environment in terms of landscape, wildlife, and historic value.

Adverse effects relating to loss of higher value soils are likely to prove particularly difficult to avoid given the location of the site and the requirement for land take for development and infrastructure provision. Nevertheless, once the policy safeguards in the Plan are taken into account, the magnitude of such negative effects is likely to be reduced.

WIDER EVIDENCE BASE

As well as the feedback from community and stakeholder engagement, the Draft Plan and the master planning work have been informed and underpinned by a range of technical evidence across a variety of subject areas which will continue to be updated, expended and developed as part of the plan-making process. At the time of writing, a number of technical studies and assessments had either been completed or were in the process of being carried out. A number of other studies and assessments are planned to be carried out in the coming months. As the evidence base evolves, it will alongside consultation feedback, inform changes and improvements to the Draft Plan ready for its final round of consultation and submission to the Secretary of State for independent examination later in the year.

To date, the following pieces of the wider evidence base work have either been completed or are close to completion and will be published alongside the Draft Plan if the Committee is minded to proceed with consultation:

- Habitats Regulations Assessment (HRA) Screening Report (undertaken by Place Services): This has been prepared to comply with Regulation 63 of The Conservation of Habitats and Species Regulations 2017 (as amended). HRA assesses whether a plan or project will lead to adverse effects on the integrity of European/habitats sites. The following habitats sites have been scoped into the HRA: Abberton Reservoir Special Protection Area (SPA) and Ramsar site, Blackwater Estuary SPA and Ramsar site, Colne Estuary SPA and Ramsar site, Dengie SPA and Ramsar site, Essex Estuaries Special Area of Conservation (SAC), Hamford Water SAC and Ramsar site, and Stour and Orwell Estuaries SPA and Ramsar site.

In accordance with the Section 1 Local Plan, a wintering bird survey has been commissioned. At the time of writing this report, the final month of the wintering bird survey had yet to be completed, but the surveys to date have found low numbers of golden plover and lapwing.

The HRA Screening Report has identified the following Likely Significant Effects:

- Habitat loss and fragmentation / land take by development;
- Loss of functionally linked land (land outside the SPAs and Ramsar sites);
- Increase of any type of disturbance;
- Changes in water availability, or water quality; and
- Changes in atmospheric pollution levels.

There is a need for further assessment of impacts and Stage 2 appropriate assessment is necessary. The appropriate assessment will consider each of the Likely Significant Effects

identified and, where necessary, recommend avoidance and mitigation measures to ensure no adverse effects. HRA requires close working with Natural England as the statutory nature conservation body. Place Services met Natural England to discuss the HRA Screening Report and Natural England will be formally consulted on the HRA Screening Report and future appropriate assessment.

- Economic and Employment Study (undertaken by Quod): A comprehensive assessment of the potential economic growth and job creation that could be achieved through the Garden Community and the opportunities to maximise the opportunities for local people and the wider region. The study considers the means of promoting innovation and quality, achieving considerable 'modal shift' in favour of sustainable transport solutions and the need to create a vibrant local economy based on realistic market principles. The study also includes an analysis and options for the location, format and potential end-users of the 25 hectares of employment allocation envisaged as part of the development. Notable conclusions from the study include:
 - a requirement in the north-west of the site for a B1c/2/8 business park uses and ancillary uses (to service the business park, such as a hotel). These uses should be capable of being delivered early in the programme, due to market demand;
 - There should be between one and three local centres, which comprise a range of convenience and local uses, including flexible B1-type uses (e.g. hot desks, meeting rooms). One centre (probably the largest) in particular should be focused on serving the office-type demand;
 - The potential for expansion of university activity should be accommodated in the south west part of the site.
 - A Knowledge Gateway 2 should be allocated comprising university-linked commercial space and high density office and lab space plus ancillary uses. This should be located north of the A road, close to the university;
 - There are choices to be made on the location of the local centres, particularly whether one should be located to attract passing trade along one of the A roads These are choices that are driven by the market, master planning and design considerations, as well as by policy position.
- Transport & Movement Framework (undertaken by Integrated Transport Planning Ltd – ITP): Considers transport and movement matters. The work takes forward previous studies prepared for the Section 1 Local Plan Examination in Public relating to transport & movement – in particular the Movement & Access Study (Jacobs/ECC, 2017), Rapid Transit Study: from Vision to Delivery (Jacobs/ECC, 2019) and Modal Share Study (ITP, 2019). A 'Transport and Movement Framework' report has been prepared as part of the evidence base for the draft DPD. The work considers a variety of aspects relating to the local and strategic transport and movement network. It considers the need to promote sustainable movement, with appropriate prioritisation for pedestrians and cyclists, public transport, ahead of (but still accommodating) other motorised vehicles. The work considers the street network and hierarchy as well as the alignment of the rapid transit route and other potential supporting infrastructure.

Part I of the report brings together ITP's previous work, with particular reference to the Mode Share Strategy and provides a more detailed baseline appraisal to build an understanding of the site and its connections to the existing area. It also considers a range of good and best practice from the UK and abroad. Part II builds upon the findings of Part I to develop a vision for transport & movement and a set of principles and policies that can achieve the level of ambition and secure more sustainable movement patterns. The report provides guidance as to how these principles and policies should be applied. This work has supported the development of three spatial options for TCBGC as well as the Strategic Vision, and provides a background to the development of the approach to transport and movement in the DPD.

Notable elements of the work include:

- a detailed analysis of case studies around the world and the conditions that lead to high levels of walking, cycling and public transport use in new and existing places;
 - a look at new and anticipated trends that will influence transport and movement in the future as the Garden Community gets built out; and
 - the potential for changes and an ongoing revolution of transport technology, including the move to electrification (and greater use of E-bikes/E-scooters), the introduction and anticipated growth in use of autonomous vehicles, and a move towards lower car ownership and a greater uptake in shared ownership and on demand services.
- Low / Zero Carbon & Smart Energy Appraisal (undertaken by Hydrock): Analysis of how to develop an understanding of how best to incorporate Low / Zero Carbon technologies as part of the approach to the site in a way that could maximise efficiency, reduce carbon, create a 'smart' futureproofed site and where possible, provides a revenue stream from any new utilities assets that may be needed. This report provides an investigation into alternative forms of renewable energy supply, summarising the policy and legislative context, alternative approaches based upon current and emerging technologies, latest innovations and applicability to a site such as the Garden Community. The report provides an overview and initial high level assessment to support and contribute towards the vision and master planning process.

The report sets out how a net-zero/carbon negative site (for scope 1 and 2 emissions) could be delivered based upon providing a secure, reliable and affordable energy system. The technology choices presented are compatible with current and emerging policies and objectives; are sustainable long term; could work collaboratively to provide a holistic approach to energy generation and distribution; and would offer opportunities for end-user cost savings as well as income generation for developers/utilities providers.

The report has helped the Councils to consider the potential ways in which the site's energy needs could be delivered using an appropriate mix of renewable technologies and fuel

sources. The technologies that have been identified for consideration within the developing site strategy are as follows:

- Heat: Hydrogen, Biogas Anaerobic Digestion (sewage and food) / Biogas refinement plant for Biomethane (grid export); heat pumps (and thermal storage).
- Power: Onsite generation – photovoltaics (PV) and wind; electric vehicle charging stations; various form of storage; Biogas engines for power.

The report provides an initial overview. Further work will be needed to consider the application of alternative technologies, based upon the final agreed approach to the site.

- Heritage Impact Assessment (undertaken by Turley): To assess the existence and significance of heritage assets including the contribution made by their settings, the physical surroundings, the experience of the asset and its association. This work underpins work on both the Tendring Colchester Borders Garden Community and some of the smaller allocations subject to draft policies in the Section 2 Local Plans for each of the two authorities. For the Garden Community proposal, the assessment considers the impact of the development on the historic environment; informs the master planning process and the approach to allocating land in the Draft Plan; and informs the extent of the development and recommends measures for avoidance of harm or mitigation as necessary.

An impact assessment of the proposed allocation has been undertaken, considering matters such as location and siting of development, the form and appearance of development (where known), other effects such as noise, lighting, character changes, and secondary effects such as traffic movements. There are no World Heritage Sites or assets of international importance within the study area. The TCBGC HIA report cross references the sensitivity of the identified assets with the magnitude of impact as set out below in order from highest to lowest:

1. Moderate or Large Adverse – Elmstead Hall (Grade II* LB), Church of St Anne and St Laurence (Grade I LB);
 2. Moderate Adverse – Allen’s Farmhouse (Grade II LB);
 3. Slight or Moderate Adverse – Wivenhoe House (Grade II* LB);
 4. Slight Adverse – Ivy Cottage, Lamberts, Wivenhoe Gate Lodges (2x) and Collierswood Barn (Grade II LBs); Wivenhoe Park (Registered Grade II);
 5. Neutral or Slight Adverse – Hill Farm agricultural buildings (x4).
 6. Neutral – Moze Hall, Spring Valley Mill House, Hull Farmhouse, Collierswood Farmhouse, Fen Farmhouse and Salarybrooke Farmhouse (Grade II LBs); Spring Valley Mill (Grade II* LB); and, Round Barrows (scheduled monument).
- Environmental Audit Survey (undertaken by Gillespie’s and TMA): The Environmental Audit Review consists of two studies, one concentrating on Ecology and Nature Conservation carried out by TMA. The other focuses on visual amenity by looking at landscape and townscape of the study area conducted by Gillespies. They both undertake a review of the baseline data gathered in 2015 entitled East of Colchester Growth Area Environmental Audit conducted by Chris Blandford Associates.

The purpose of the nature and ecology survey is to provide a high level of scrutiny on the existing ecology within the broad location of the Garden Community. By assessing the existing designations, such as Local Wildlife Sites and Ancient Woodland this information will inform this stage of the layout. A similar piece of work was carried out in 2015 for the Section 1 Local Plan, this latest study is an update to that ensuring we have captured any relevant changes – such as development as a result of permissions granted.

The environmental audit broadly identifies areas where there are significant habitats that need careful consideration in the planning stages. The early identification of the designations and protected hedgerows has already guided the early proposals for development at the Garden Community, with the commitment to a country park that will simultaneously enhance and protect Salary Brook.

This study will also serve as one of the benchmark documents in a suite of other environmental and ecological surveys that will be taking place as the plan progresses. As land use allocations emerge throughout the process more detailed, habitat and species specific surveys will be carried out at the appropriate point in the year, for example, woodland surveys in spring, meadow surveys in mid-summer. To monitor and report on the Bio Diversity Net Gain there will be seasonal condition assessment, which will again be carried out once the land allocations are finalised.

The purpose of the Landscape, Townscape Character and Visual Amenity section is to consider the effects the development will have for the appearance of the area as a whole. It is of paramount importance that the utmost care is taken to avoid the loss of existing natural barriers, such as woodlands and hedgerows. Not only do these landscape features contribute to the overall feel of the area, they also are highly valued for habitats and they can screen the new development from existing settlements. This report also considers how best to prevent coalescence and promotes green infrastructure. By identifying the opportunities and constraints early in the process, the master planning can be informed to ensure the maximum mitigation possible is put into place. For example, by strengthening Public Rights of Way through the retention and enhancement of adjacent hedgerows and vegetation belts will provide natural screening as well as providing habitat corridors.

The following further pieces of evidence base work are either already commissioned or planned to be carried out to inform possible revisions and improvements to the Draft Plan before it reaches submission stage:

- Open Space, Sport & Recreation Study (already under way);
- Integrated Water Management Strategy (already under way);
- Strategic Masterplan and Design Code work;
- Further iteration of the Sustainability Appraisal;
- Health Impact Assessment;
- Infrastructure Delivery Plan; and
- Viability Assessment.

The gathering of evidence will continue throughout the remainder of the plan-making process and it may be that comments received during the Regulation 18 stage consultation give rise to the need for more specific pieces of technical work to be carried out.

APPENDICES

Appendix 1 – The Tendring Colchester Borders Garden Community Draft Plan

Appendix 2 – Sustainability Appraisal for the Tendring Colchester Borders Garden Community Draft Plan

BACKGROUND PAPERS

- Masterplan Baseline Report
- Masterplan Strategic Vision
- Masterplan Spatial Options
- Engagement Programme Findings
- Community and Stakeholder Engagement Report
- Habitats Regulations Assessment (HRA) Screening Report
- Economic and Employment Study
- Transport & Movement Framework
- Low / Zero Carbon & Smart Energy Appraisal
- Heritage Impact Assessment
- Environmental Audit Survey

These documents can be viewed by following this web link:

<https://talk.tcbgardencommunity.co.uk/useful-documents>

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A.2 APPENDIX 1

Tendring Colchester Borders Garden Community Draft Plan

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Glossary

Appendix 1: Principles & Objectives

Chapter 1: Introduction

What is this document about?

This document is the first draft of a **Plan** setting out the detail of a new Garden Community proposed for land crossing the Tendring and Colchester border. It has been prepared by Tendring District Council and Colchester Borough Council, in partnership with Essex County Council ('the Councils'). This first draft is the subject of a formal consultation, and we are inviting comments from all interested parties including (but not limited to) local residents, community organisations, statutory consultees and businesses. The Councils will consider all comments received, review the evidence base, and update this draft **Plan** accordingly and will carry out a further consultation on a proposed final version. This final version will then go forward for public consideration and scrutiny by an independent, government-appointed Planning Inspector via an 'Examination in Public' before making decisions on whether the Plan will be adopted.

What is the Garden Community and why is it needed?

To meet the needs of a growing population over the next 30 to 40 years for housing, employment and associated community facilities and infrastructure, the Councils are working together to plan for a new Garden Community. The Garden Community will be on a large area of land east of Colchester, bordering Tendring District and adjacent to the University of Essex.

The Garden Community will be large enough to accommodate new homes and supporting community facilities and services, alongside employment land for business and industrial use. It will be served by a network of green and beautiful spaces to promote wildlife, attractive places, healthy living, recreational activity, sustainable drainage and to tackle the climate emergency; and new services, facilities and infrastructure including a new Rapid Transit System (RTS) and a new dual carriageway Link Road between the A120 and the A133.

Building a new Garden Community brings the opportunity to create a brand-new place for people to live, work and play, which will be planned from the start to provide high quality, energy efficient and innovatively designed homes. These homes will be located in well-designed neighbourhoods to meet a variety of needs and aspirations, as well as jobs, transport infrastructure, green and blue infrastructure and leisure and recreation facilities.

By building a Garden Community, the pressure for existing towns and villages to expand around their edges across North Essex can be more carefully managed, to avoid housing developments that can overwhelm existing facilities and infrastructure and compromise the character and feel of existing communities.

What has already been agreed?

In 2021, Tendring District Council (TDC) and Colchester Borough Council (CBC) both agreed to formally adopt the 'North Essex Authorities' Shared Strategic Section 1 Local Plan' ([Section 1 Local Plan](#)) which, amongst other things, identifies the broad

location of the Garden Community and sets out the Strategic Policies and the overarching requirements and expectations that it will need to meet. The Garden Community will be underpinned by key 'Garden Community Principles' developed from the Town and Country Planning Association principles, in consultation with stakeholders, to be specific to North Essex.

The adoption of the Section 1 Local Plan followed years of technical analysis, public consultation, and an independent examination by a government-appointed Planning Inspector. The independent examination enabled the Planning Inspector to conclude that the Garden Community would be the most appropriate and sustainable option for meeting the need for long-term growth in the North Essex area – having considered and discounted a variety of alternative ideas and options.

To date, the content of this draft **Plan** has already been informed by technical evidence, masterplanning work and comments received through public engagement activities. However, like the Section 1 Local Plan, this more detailed **Plan** will also be the subject of a formal legal process of public consultation, decisions from locally elected Councillors, and an examination by an independent Planning Inspector once the final version is submitted. There is also now a legal requirement that this **Plan** will be reviewed every five years, to ensure it is kept up to date and responds, as necessary, to any changes in the economy or the environment, or actual changes on the ground, as well as complying with any new government policies.

Policy SP8 of the Section 1 Local Plan explains that this **Plan** must set out how the new Garden Community will be designed, developed, and delivered in phases, in accordance with a detailed set of principles. The Garden Community will be holistically and comprehensively planned with a distinct identity that responds directly to its context and is of sufficient scale to enable residents to meet the majority of their day-to-day needs, reducing the need for outward commuting. It will be comprehensively planned from the outset, with delivery phased to achieve the whole development, and will be underpinned by a broad package of infrastructure. Policy SP9 of the Section 1 Local Plan includes principles and requirements for the design, development, and delivery of the Garden Community under the themes of; Place-Making and Design Quality, Housing, Employment and Jobs, Transportation and Community Infrastructure. Relevant requirements from the Section 1 Local Plan are included in each of the themed chapters of this draft **Plan**.

In addition to the Section 1 Local Plan, TDC and CBC each have Section 2 Local Plans, which contain policies and allocations specific to each Council area. TDC adopted its Section 2 Local Plan in January 2022 and CBC is scheduled to adopt in Spring 2022. Requirements from relevant development management policies from TDC and CBCs Section 2 Plans have been included in this draft **Plan**. Therefore, proposals for the Garden Community will need to comply with all policies set out in this draft **Plan**, which replace all policies set out in Section 2 of either the CBC or TDC Local Plans. The Essex Minerals Local Plan and the Essex and Southend-on-Sea Waste Local Plan also apply to the Garden Community and plan policies will be applied where relevant.

Engagement

The Councils first step in the draft plan making process was the publication of a [Consultation and Engagement Strategy](#) in December 2020. The strategy outlined the approach the Councils would take to engage and communicate with various audiences, to help produce the content of the draft **Plan**. The strategy pointed out the different 'engagement' and 'consultation' activities that the Councils would run. A dedicated [website](#) was established to provide a central source of information on the Garden Community and an [engagement website](#) was established, providing different tools to engage people. All of the engagement feedback has been carefully considered by the Councils and two reports have been published summarising feedback received. One [report](#) was prepared by the Councils and summarises the Council led informal engagement activity that took place between February – October 2021. The report looks at the feedback received, via the various engagement opportunities that were made available to the community and stakeholders. The other [report](#) has been produced by [Traverse](#) and [Community Regen](#) who were commissioned to design and facilitate an engagement programme over the summer and autumn of 2021, in close collaboration with masterplanners [Prior + Partners](#), as part of their visioning work and for the preparation of the masterplan layout options. Each chapter of this draft **Plan** summarises the engagement feedback under each theme.

What does this draft Plan contain?

With the principle of a Garden Community already agreed, this draft **Plan** contains more detail about the development and the specific requirements that developers will be expected to follow, when applying for planning permission and carrying out the development. The draft **Plan** policies have been prepared to get the best possible design and placemaking. This is a once in a lifetime opportunity to create a place for people to live, work and play in a better way.

The structure of this draft **Plan** follows some overarching 'themes' which emerged from the main requirements for the Garden Community set out in the Section 1 Local Plan, the [National Model Design Code](#), the main topics of interest raised and discussed during public engagement activities and wider evidence gathering. The chapter themes are listed below.

Chapter 2: Vision

Chapter 2 sets out a vision for what it is hoped the Garden Community will be like in the future - informed by the discussions with residents, stakeholders and other interested parties through the various engagement activities undertaken. From the vision, a set of specific principles and objectives have been identified – to which all the policy requirements, and guidance in this draft **Plan** will help to achieve.

Chapter 3: Land Uses and Spatial Approach

Chapter 3 confirms the boundary of the Garden Community, includes a Key Diagram, and explains how planning applications for development of the Garden Community will be expected to come forward.

The big decisions about what land will be included in the Garden Community; how the development will broadly be laid out; which areas will be allocated to housing, employment, open space or other uses or infrastructure; and which areas will be protected from development, are set out in the Key Diagram. The Key Diagram has been informed by an evidence base supported by technical analysis, survey work and the comments of local people, stakeholders, and other interested parties as part of public engagement activities.

Chapter 4: Nature

Chapter 4 sets out the Councils' expectations and its policy on nature within the Garden Community – including the protection and creation of open spaces and green and blue infrastructure; the planting of trees; tree-lined streets; the creation of wildlife habitats; the protection and enhancement of woodland, historic lanes and other important landscape, heritage, and biodiversity assets.

Chapter 5: Buildings, Place and Character

Chapter 5 contains the policy expectations for creating unique and distinctive places, buildings and neighbourhoods whilst respecting the character of nearby towns, villages, and heritage assets. It also sets out the details around the use of employment land; the promotion of economic growth and developing skills; as well as the creation of a variety of job opportunities across different sectors, including research and development, on-site construction and the service sector industries; and measures for embracing self-employment and home working.

Chapter 6: Community and Social Infrastructure

Chapter 6 contains the Councils' expectations and policy on ensuring the Garden Community is served by community services and facilities of the right type in the right location, including schools and sports facilities; as well as access to health services and how the development will incorporate measures to encourage inclusive, healthy, and happy lifestyles.

Chapter 7: Movement and Connections

Chapter 7 sets out policy and expectations around the focus on active travel and the creation of 'walkable neighbourhoods' in the Garden Community where walking, cycling and rapid public transport facilities are prioritised, convenient and available to all as the preferred means of travel. It also sets out requirements for car parking for residents, workers, and visitors with the aim of embracing advancements in electric vehicle technology.

Chapter 8: Sustainable Infrastructure

Chapter 8 sets out the Councils' aspirations and expectations for creating a Garden Community fit for the future and incorporates all measures aimed at tackling climate change, minimising carbon emissions and climate change adaptation.

Chapter 9: Infrastructure Delivery, Impact Mitigation and Monitoring

The final Chapter sets out the mechanisms for securing developer contributions towards infrastructure and social and community services, including contributions towards the A120-A133 Link Road and Rapid Transit System. Chapter 9 also sets out a draft framework of ‘indicators’ that the Councils’ will use as measures to periodically monitor the progress and success of the Garden Community and to determine whether any changes in approach are required when this **Plan** is reviewed.

Each of the themed chapters outlined above includes a summary of the Section 1 Local Plan requirements, a summary of engagement feedback, the principles for the theme, the policy, justification, a summary of alternative approaches considered, and questions.

Sustainability Appraisal

The policies in this draft **Plan** have been assessed against a series of ‘sustainability objectives’ as part of a ‘Sustainability Appraisal’. The Sustainability Appraisal is a legal requirement of the planning system which has helped the Councils to ensure that the social, economic and environmental impacts of the policies it has chosen have been identified and properly considered, and that the most appropriate strategy and policies have been chosen, when considered against reasonable alternatives. The Sustainability Appraisal concluded that taken as a whole, the draft **Plan** sets out a positive plan for the achievement of the Garden Community. The policies of the **Plan** set a high standard which development will be required to meet, and it is considered consistent with the principles of sustainable development. This draft **Plan** contains references to the Sustainability Appraisal and any alternative approaches that were considered through the plan making process.

How can I comment on this draft Plan?

This draft **Plan** has been published for a period of six weeks for public consultation from **7 March – 5pm on 19 April 2022**. This draft **Plan** has been published on the TCB [Engagement website](#), with hyperlinks from the Council’s websites. Information has been presented online to enable people to view the whole draft **Plan** or jump to their areas of interest. Hard copies of the draft **Plan** are available to view at Colchester Town Hall, Tendring District Council Offices, Wivenhoe library, Greenstead library, Colchester library, and all libraries in Tendring district.

This draft **Plan** includes a number of questions. You can respond to all of these, or just those questions you are interested in.

You can comment on the draft **Plan** via our engagement website: [Creating a Place for Life \(tcbgardencommunity.co.uk\)](https://tcbgardencommunity.co.uk).

Alternatively, you can email your comments on the draft **Plan** to tcbgardencommunity@colchester.gov.uk or planning.policy@tendringdc.gov.uk, or send a letter to the following freepost address: **Freepost TCB GC**

What happens next?

Following the close of the consultation on this draft **Plan**, the Councils will carefully review and consider every comment received and prepare a final **Plan** to consult on, before submitting to the Secretary of State for examination. A Consultation Statement will be prepared summarising all comments received and how the Councils have taken these comments into account in preparing the final Plan. The graphic, below, summarises the indicative timeline.



Chapter 2: Vision

The Vision for the Future of the Garden Community

The Garden Community provides a once in a lifetime opportunity to create a place to live, work and play in a better way. It is an opportunity to create a brand new community in a comprehensively planned way from the start, and the opportunity to embrace and deliver the very best in placemaking for the future. Its development is underpinned by a positive vision for the future which has been developed through engagement with residents, stakeholders, businesses, partners, and other interested parties.

The Strategic Brief includes the following Mission Statement for the Garden Community:

Tendring Colchester Borders Garden Community aspires to become an exemplar and forward thinking new community in its own right, while resulting in clear benefits to its surrounding area. The new Garden Community will enable its residents to live healthy, happy, green, sustainable, connected and thriving lifestyles. This is a once in a lifetime opportunity to create a place to live, work and play in a better way.

The Vision for each of the five themes is set out at the start of Chapters 4-8 of this document. Each theme establishes purpose and identity and articulates the top-level description of the kind of place the Garden Community could become. The vision for each theme is supported by Strategic Principles and Objectives. The Strategic Principles describe the outcomes that will be achieved at completion. The objectives set out in more detail how the strategic principles will be achieved. They address both spatial and non-spatial implications and have been the core guiding elements within the masterplanning process. The Principles are included in the theme chapters and the objectives are included in Appendix 1.

Chapter 3: Land Uses and Spatial Approach

This chapter sets out the big decisions about what land will be included in the Garden Community, how the development will be laid out, which areas will be allocated to housing, employment, open space or other uses or infrastructure, and which areas will be protected from development.

The approach has been informed by a thorough masterplanning process, which has been supported by an appropriate evidence base with technical analysis, survey work and the comments of local people, stakeholders, and other interested parties as part of public engagement activities.

As well as explaining, in broad strategic terms, how different parts of the site are expected to be developed and protected, Policy 1 also sets out how this draft **Plan** will be followed by additional future masterplanning and design codes, for both the whole Garden Community and neighbourhoods within it, and how these will be adhered to when considering detailed proposals and specific planning applications.

Policy 2 in this Chapter then sets out the Councils' general requirements for all new development proposals in, or affecting, the Garden Community which alongside other policies in this **Plan** will be applied in the determination of planning applications. These requirements will not only apply to the development of the Garden Community itself, but also future applications for new developments, alterations, and changes of use in the Garden Community once it is established.

1. Section 1 Local Plan

In terms of overall land use and the spatial approach for the Garden Community, some of the main requirements expected to be covered in this draft **Plan**, as set out in the policies of the adopted Section 1 Local Plan, include:

- a defined boundary for the new community and the amount of development it will contain (including 7,000-9,000 new homes, as well as 25 hectares of employment land, new 'centres', new schools and early years facilities, and provision for gypsies and traveller accommodation);
- land to accommodate the future expansion of the University of Essex;
- a conceptual plan showing the make-up and quantity of future land-uses;
- a three-dimensional indication of the urban design and landscape parameters which will be incorporated into any future planning applications;
- defined landscape buffers to maintain clear separation between the Garden Community, existing development in Colchester and the villages of Wivenhoe and Elmstead Market;
- the relationship and integration of the Garden Community with the A120-A133 Link Road and the Rapid Transit System (RTS) – including their proposed route and access points;
- designating a new country park along the Salary Brook corridor, incorporating Churn Wood; and

- a layout that draws upon the context and considerable assets within its boundaries (including woodland, streams, and changes in topography) and the opportunities afforded by the proximity of the University of Essex.

2. Engagement feedback

What we heard

Some of the main messages that have arisen through the engagement with residents, communities, stakeholders, and other interested parties in relation to how the Garden Community should be laid out, and which have informed the Councils' approach, include:

- Strong views from some that there should be **no development south of the A133** to ensure land between the Garden Community and Wivenhoe is kept open and the two do not merge or 'coalesce' together in the future.
- Similar concerns from residents of Elmstead Market and a suggestion that there should be a **green buffer between the new A120-A133 Link Road** and the village.
- Strong support for the creation of a new **country park**, to include Salary Brook Local Nature Reserve and Salary Brook slopes, that should be protected from development, to maintain the important green edge to Colchester.
- A desire for the **loose-knit rural character of Crockleford Heath**, and other dispersed dwellings within the broad location of the Garden Community, to be protected and respected through the layout of the development.
- Development should be of a density that allows space for **green corridors**, greenery, and openness in line with Garden Community principles.
- The layout of the development should not result in increased traffic congestion on existing roads and must attempt to promote and **prioritise walking, cycling and public transport**, whilst acknowledging sensible and practical provision for private car and van users.
- The development must provide a variety of **employment and education opportunities** across a range of sectors to maximise the opportunities for new and existing residents to access jobs and support the future growth of the university and its spin off activities.
- The development ought to make an **efficient use of land** and minimise sprawl into the open countryside, with a high level of open space and **green infrastructure** within the development.

What we've done

The Councils agree that development should make efficient use of land, promote sustainable travel, and include a high level of open space, green corridors, and green and blue infrastructure. Strategic green gaps between the Garden Community and Colchester, Wivenhoe, and Elmstead Market; and a country park, including Salary Brook Local Nature Reserve and Salary Brook slopes, are shown on the Key Diagram and required by Policy 1. The Councils agree that it is important to retain

the loose-knit rural character of Crockleford Heath and propose to designate Crockleford Heath as an Area of Special Character.

3. Policy 1: Land Uses and Spatial Approach

Taking forward the requirements of the Section 1 Local Plan and taking into account the views of local people and other stakeholders, Policy 1 sets out the key land uses and spatial parameters within which the Garden Community is expected to be built. It also sets out the Councils' expectations for the information that will need to be submitted and approved ahead of the determination of any outline or detailed planning applications for development of the Garden Community. This will enable the Councils to ensure that development will achieve a comprehensive approach that delivers garden community principles and the Councils' high expectations for design and quality as set out in this draft **Plan**.

POLICY 1: LAND USES AND SPATIAL APPROACH

The Garden Community will be an inclusive, safe, and healthy community. It will represent sustainable development and manage natural and heritage assets wisely for future generations. The Garden Community will make the fullest possible contribution to minimising greenhouse gas emissions in accordance with the energy and waste hierarchies through ensuring resource efficiency, minimisation of waste, reduction in embodied carbon and the prioritisation of renewable energy. Proposals will mitigate against and improve resilience to the effects of climate change and contribute positively to the health, wellbeing and resilience of communities and the natural environment.

Part A: Settlement Development Boundary and Key Diagram

Development of the Tendring Colchester Borders Garden Community will be confined to land within the 'Settlement Development Boundary' and will adhere to the land use parameters, as shown on the Key Diagram. Land within (and in some areas adjoining) the Garden Community site is specifically allocated or protected for the following uses:

- 7,500-8,000 new homes of varying size, type, tenure and densities developed within three distinct 'neighbourhoods', each served by at least one 'centre' (see Part B below) and a range of shops, jobs, services and community facilities, including education;
- 'Strategic Green Gaps' in key locations south of the A133, east of the new A120-A133 Link Road and in the north-west, designed to maintain physical separation between development at the Garden Community and nearby settlements (see Part C below);
- An 'Area of Special Character' at and around the settlement of Crockleford Heath, aimed at safeguarding its distinctive rural character (see Part D below);

- A new country park incorporating land and woodland at and around Salary Brook Local Nature Reserve (see Part E below) that connects with a wider network of green corridors and walking/cycleways throughout the Garden Community;
- Land for the future expansion of the University of Essex and associated growth sectors (see Part F below);
- Approximately 25 hectares of employment land to be distributed between a new Industrial Business Park south of the A120 and east of the new Link Road (see Part G below); within each of the new 'centres'; and land to the south west with strong links to the University;
- The two principal areas of employment land will be served by 'Park and Choose' facilities (see Part I below), which will be connected to the walking, cycling and Rapid Transit System routes through the Garden Community;
- Provision for the Rapid Transit System route; and
- Provision of land for the accommodation of gypsies and travellers within the northern neighbourhood of the Garden Community south of the A120 and west of the new Link Road (see Part H below).

Proposals for development at the Garden Community must be in general conformity with the Key Diagram and meet the specific requirements of policies elsewhere in this draft **Plan** and in the adopted Section 1 Local Plan.

To ensure a comprehensive approach to development that meets with the Councils' high expectations for design and quality and the key principles that underpin the development of Garden Communities, proposals seeking planning permission must also adhere to a 'Strategic Masterplan' and 'Strategic Design Code' for the whole site and more specific and detailed 'Neighbourhood Masterplans' and 'Neighbourhood Design Codes' for the relevant neighbourhood. These will be informed by use of design review and assessment frameworks such as the [National Design Guide](#), [National Model Design Code](#), [Building for a Healthy Life](#) and [Building with Nature](#), or similar. These Masterplans and Design Codes will be prepared and approved by the Councils, through a collaborative process with key stakeholders before the consideration of detailed proposals and determination of planning applications.

Land outside of the Settlement Development Boundary and the designated Strategic Green Gaps will be treated as 'open countryside' where new development will generally be limited to that related to agriculture and other activities consistent with a countryside location, or that are otherwise consistent with any adopted Neighbourhood Plans applicable to the land in question. Any proposal for land within or nearby the Garden Community site that would prejudice the comprehensive development of the Garden Community, as envisaged by the Key Diagram, the policies in this draft **Plan** or any subsequently approved Masterplans or Design Codes, will not be supported by the Councils.

Part B: Neighbourhoods

The Garden Community will deliver three distinct, but interconnected 'Neighbourhoods' – 'South', 'Central' and 'North'. Development within and across the three Neighbourhoods will be phased to ensure housing development is accompanied and/or served at the right time, by the necessary infrastructure.

Each neighbourhood will adopt appropriate approaches to architecture, design, character, development density and public space to achieve a distinctive sense of place for each area that will appeal to a variety of needs and lifestyles. The approaches to development will also reflect the varying levels of physical and environmental opportunities and constraints across the site, as well as proximity to existing communities, key features, and assets – such as green spaces, woodland, heritage assets, the University of Essex, new and existing roads, and walking and cycling connections.

Residents within each neighbourhood should have high accessibility to local services and facilities – within a 15 minute walk time or with high accessibility by cycling or public transport. To promote the use of walking, cycling and public transport as sustainable and convenient alternatives to the private car, each neighbourhood will contain at least one 'centre' containing facilities such as shops, services, and community facilities, and could include employment land and job opportunities, which will be located within walking and cycling distance of the new homes within that neighbourhood. Land and property will be provided in the form of 'hubs' within and around the centres to provide for a flexible range of local business needs alongside service sector jobs provided by new schools, nurseries, shops and community facilities. In addition, the new Rapid Transit System will connect to each of the neighbourhoods as part of a network, providing fast connectivity between them and key areas of employment both within the site and in surrounding areas, such as the University of Essex, Colchester Town Centre, Colchester General Hospital, and Colchester Sports Park.

Each of the three neighbourhoods will be accessible by private car and commercial vehicles but will be accessed independently from separate junctions on the new A120-A133 Link Road (as opposed to the A133 and A120 themselves) to give greater priority to the Rapid Transit System and other sustainable travel opportunities.

The Councils will also work with the University of Essex and other partners, where necessary and appropriate, to deliver key infrastructure relating to health, education, and other community activities to serve the early phases of development at the Garden Community, either on a permanent basis or on an interim basis ahead of the establishment of the first of the new centres.

Part C: Strategic Green Gaps

Land south of the A133, land east of the new A120-A133 Link Road and south of Allen's Farm, and land in the north-west are all designated as 'Strategic Green Gaps' and are defined on the Key Diagram. The purpose of this designation is to

give extra protection to the open countryside in key locations around the Garden Community, to maintain long-term physical and visual separation to the nearby settlements of Wivenhoe, Elmstead Market and Colchester. This will ensure their individual settlement character is maintained and not threatened by coalescence (merging).

Land within the Strategic Green Gaps will be protected from development that would prejudice the openness of the land in question, and that would either bring about or contribute towards coalescence.

Proposals for the construction of new buildings in the Strategic Green Gaps will only be supported where they represent the provision of appropriate development for a countryside location or facilities (in connection with the existing use of land or a change of use), for outdoor sport or recreation (for example, new facilities associated with growth at the University of Essex or local schools), cemeteries and burial grounds or allotments. Any such development must conform with the purpose of the Strategic Green Gap designation, nor prejudice the delivery of the Garden Community.

Part D: Crockleford Heath Area of Special Character

Land and property comprising the rural community of Crockleford Heath, Ardleigh, is identified as an 'Area of Special Character' in recognition of its rural, loose-knit and sparsely developed settlement form and the distinctive and attractive network of green lanes and small fields that pass through it. The Area of Special Character is defined on the Key Diagram. The Area of Special Character will be treated in the same way as undesignated open countryside, outside of the Settlement Development Boundary where general 'countryside policies' will apply.

Any proposals for new development in the Area of Special Character will be considered on their individual merits as 'windfall' development which could include low density and individually designed self-build and custom build homes. In determining any proposals for development, the Councils will give special regard to preserving and/or enhancing the loose knit and low-density rural character of Crockleford Heath and its setting, reducing traffic on its narrow rural roads and ensuring the development of the Garden Community around Crockleford Heath also respects its rural setting.

Part E: Salary Brook Country Park

Land and woodland around Salary Brook Local Nature Reserve is designated as a new Country Park that will be promoted and managed for that purpose. The Country Park will be protected and enhanced as an important corridor for wildlife conservation, informal recreation, and education, and will connect to the wider network of green and blue infrastructure and walking/cycling routes serving the Garden Community and its neighbourhoods.

Part F: University Expansion Land

Land adjacent to the A133 and the University of Essex is allocated to accommodate new buildings and ancillary activities related to the University such as education, research and administrative functions. To maximise the potential use of such land, leisure, sports & recreation activities are not considered suitable as part of this specific designation and should be provided elsewhere.

Part G: Knowledge Based Employment Land

Land to the north of the A133 is allocated for knowledge based employment land to accommodate the expansion of those activities close to the existing Knowledge Gateway.

Part H: A120 Industrial Business Park

Land south of the A120 and east of the new A120-A133 Link Road is allocated for a new Industrial Business Park, principally for general business and industrial purposes, that could provide a range of unit sizes for different occupiers. The land will be accessed via the new A120-A133 Link Road and will be connected to the Rapid Transit System.

Part I: Provision for Gypsies and Travellers

A new site for the accommodation of gypsies and travellers will be delivered within the northern neighbourhood of the Garden Community south of the A120 and west of the new Link Road with good access to those roads. The precise location and size of the site and details of its layout and configuration will be determined through an up-to-date Gypsy and Traveller Needs Assessment, that will inform the detailed Neighbourhood Masterplan to be approved by the Councils ahead of any proposals for development at the northern neighbourhood.

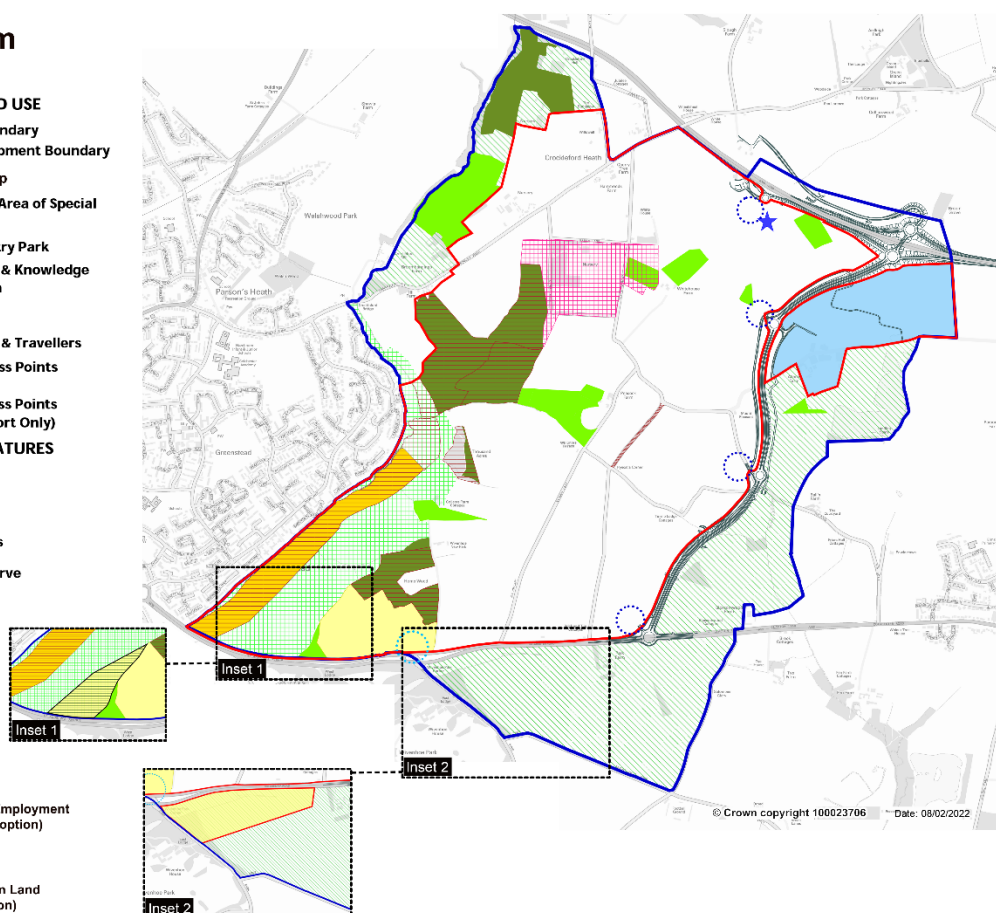
Part J: Park and Choose Facilities

Two new Park and Choose facilities will provide the opportunity for visitors by car to access the walking, cycling and Rapid Transit System networks that connect to the Garden Community, Colchester, and the wider area, will be located alongside the two principal areas of employment land for the site south of the A120 and east of the A120-A133 Link Road; and at, or on land, to the north of the University of Essex/ Knowledge Gateway.

Figure 1: Key Diagram

Key Diagram

- KEY - PROPOSED LAND USE**
- Area of Search Boundary
 - Settlement Development Boundary
 - ▨ Strategic Green Gap
 - ▨ Crockleford Heath Area of Special Character
 - ▨ Salary Brook Country Park
 - ▨ University of Essex & Knowledge Gateway Expansion
 - ▨ Business Park
 - ★ Provision for Gypsy & Travellers
 - Vehicular Site Access Points (all modes)
 - Vehicular Site Access Points (RTS/Public Transport Only)
- KEY - PROTECTED FEATURES**
- ▨ Ancient Woodland
 - ▨ Other Woodland
 - ▨ Local Wildlife Sites
 - ▨ Local Nature Reserve



4. Justification

The chosen strategy for development at the Garden Community confines the majority of development to land south of the A120, north of the A133, west of the new A120-A133 Link Road and east of the new country park to be designated around Salary Brook Local Nature Reserve. In addition, selected land and property in the area of Crockleford Heath has been specifically identified as an Area of Special Character, where it will be protected from anything other than small scale and sympathetic low-density development, appropriate for a countryside location and that respects the area's loose-knit rural character.

With the exception of land immediately south of the A120 and east of the new A120-A133 Link Road, which is allocated for employment use in the form of a new Industrial Business Park, the land east of the link road, along with land south of the A133 and land in the north-west is to be designated as a 'Strategic Green Gap'. Land within the Strategic Green Gap will be protected from most forms of built development to ensure the Garden Community does not extend or sprawl into locations where it could eventually merge or coalesce with Wivenhoe, Elmstead Market or Colchester – one of the main concerns raised by local people throughout the public engagement activities. Additional open space is proposed adjacent to

Salary Brook Local Nature Reserve to strengthen this area as a buffer to the Colchester urban area encompassing the steep adjoining slopes of the brook as well as nearby woodland.

Because the Councils have decided to restrict the development to land within tight boundaries defined by the proposed Strategic Green Gaps and the physical constraints formed by the existing and proposed roads, the total number of new homes expected at the Garden Community has been refined to approximately 7,500-8,000. This is towards the lower end of the 7,000 to 9,000 range set out in the adopted Section 1 Local Plan.

The 7,500-8,000 new homes will be delivered across three distinct but interconnected 'neighbourhoods' in the south, central and north parts of the site, each with associated facilities and infrastructure. Each neighbourhood will adopt its own approach to architecture, design, character, development density and public space to achieve a distinctive 'sense of place' for each area, that will appeal to a variety of needs and lifestyles. The number of homes and density of housing development will vary both within and across the neighbourhoods, with a general expectation that the overall average density of development will be higher in the southern neighbourhood to reflect its proximity to the University of Essex, and the opportunity for early connection to the Rapid Transit System; and lower in the northern neighbourhoods, further from the University, and which reflects the more sensitive nature of the landscape and existing communities further north.

Each neighbourhood will be served by at least one 'centre' and focused around high accessibility to the Rapid Transit System. Each neighbourhood will contain a range of employment land and job opportunities, shops, services, and community facilities, including green infrastructure, which will be located within close walking and cycling distance of the new homes, within the relevant neighbourhood, designed to help reduce people's reliance on private cars.

The Garden Community will be planned and developed on the concept of a "15-minute neighbourhood", and this draft **Plan** involves a range of interrelated policy actions that seeks to provide residents access to most of their daily needs within a short walk or cycle ride from their home. To help achieve this, higher density development will be focused around each centre. The 15-minute neighbourhood principle makes life more livable for residents, by improving air quality and making neighbourhoods safer, quieter, more diverse, inclusive, and economically vibrant.

Another way of minimising the reliance on private car use is to promote and prioritise sustainable travel choices such as walking, cycling and use of public transport, including the new Rapid Transit System, by making them as convenient as possible, whilst still accommodating the practical needs of private car users and users of commercial vehicles. To help achieve this, as well as providing services and facilities within walking and cycling distance of new homes, connectivity through and between the three neighbourhoods will be primarily limited to walking, cycling and public transport, including the Rapid Transit System. The neighbourhoods will be accessible by private car and commercial vehicles with appropriate levels of parking and electric charging facilities provided, however, access will be from separate

junctions on the new A120-A133 Link Road i.e. with more limited direct car or van access between the neighbourhoods. This approach will help to promote and prioritise sustainable transport choices and reduce the possibility of 'rat-running' through the Garden Community.

Two new 'Park and Choose' facilities are proposed for the Garden Community to enable visitors by car from the north and from the south to access more sustainable transport choices such as walking, cycling and the Rapid Transit System, which can also provide access to key areas of employment and services within Colchester. These are to be located alongside the two principal areas of employment land proposed for the site south of the A120 and east of the new Link Road and at, or on land to the north of, the University of Essex/Knowledge Gateway.

The approach taken to delivering employment and higher education at the Garden Community is designed to deliver a range of job and training opportunities across different sectors, which could include general business and industrial activity, to research and development, construction, and services. Two principal areas of employment land have been allocated – one south of the A120 and east of the A120-A133 Link Road primarily to serve the needs of general business and industry (which could include manufacturing of green technologies and modular components to assist in construction of the new homes and buildings at the Garden Community) and one north of the A133 adjacent to the University of Essex and Knowledge Gateway to accommodate the expansion of those activities. Suitable early years and childcare facilities, and primary and secondary schools will also be provided.

The Councils support the University of Essex in its future plans to expand services, increase student intake and provide business, research and development space and sports facilities, and will support appropriate proposals that will help to achieve this both within and beyond the plan period.

There are alternative sub-options presented as part of this consultation draft **Plan** for the employment land north of the A133 and for potential expansion of the University of Essex for which no preference is currently indicated in the draft **Plan**. The inclusion of these alternative options in the draft **Plan** follows on from engagement and communication with the University of Essex, which is keen to ensure the Garden Community provides the opportunity to support its long-term expansion and the creation of jobs. The alternative options involve different scales of development with different implications for connectivity with the existing Knowledge Gateway, commercial deliverability, accessibility, impact on land around Salary Brook, and the size of any green gap south of the A133 and north of Wivenhoe. These alternatives require further assessment and technical consideration, including taking into account public and stakeholder feedback, before the Councils make a final choice.

Land and property will be provided in the form of 'hubs' within and around the centres to provide for a flexible range of local business needs alongside service sector jobs provided by new schools, shops and community facilities. New homes and business premises will also be designed and served by the necessary digital infrastructure to accommodate and promote home working and self-employment.

At this early stage of planning for the Garden Community, it is not possible, nor sensible, for this draft **Plan** to contain full or precise details of design, layout and appearance of the new buildings and spaces that will be delivered. Instead, this draft **Plan** provides the overarching strategy and policies that will provide direction for more detailed Masterplans, Design Codes and, ultimately, planning applications to follow. To ensure the highest standard of design, quality, and distinctiveness in terms of architecture, layout and public realm, the Councils' expectation is for a further site-wide 'Strategic Masterplan' and 'Strategic Design Code' for the overall layout of the Garden Community to be prepared which, in turn, would be followed by more detailed 'Neighbourhood Masterplans' and 'Neighbourhood Design Codes' for the relevant neighbourhood, in addition to design codes on specific issues, such as water and biodiversity. The Masterplans and Design Codes will be prepared and approved by the Councils and developed through engagement with residents, businesses, and other stakeholders. The Councils will expect planning applications for development to comply with these Masterplans and Design Codes.

5. Alternative approaches

In determining the approach set out in Policy 1 above, the Councils, in following a comprehensive masterplanning process, considered a range of alternative options and approaches – taking into account both technical evidence and the views expressed through public engagement. This included strategies that involved development expanding over a wider footprint onto land south of the A133 and/or east of the new A120-A133 Link Road as well as development at the lower and higher end of the 7,000 to 9,000 home range set out in the adopted Section 1 Local Plan. The masterplan options are detailed in the Masterplan Design Options document, which is part of the background evidence base.

The Councils also considered different ways of accommodating higher and lower densities of development across different parts of the site, alternative approaches to 'green/ landscape buffers' around the edge of the site and different approaches to accommodating 'centres', identifying locations for employment and routing the Rapid Transit System through the site. The Councils also considered different approaches to the special character of Crockleford Heath, and different levels of protection that could be given to the land and property in that area.

It is a requirement of the national planning system for the Councils to have considered a number of 'reasonable alternatives' in coming to a preferred option. These reasonable alternatives have to be the subject of a Sustainability Appraisal which considers the potential environmental, social and economic effects to assist the Councils in making the right choices.

The main reasonable alternatives considered by the Councils in respect of the overall spatial approach to the Garden Community and for which a Sustainability Appraisal was undertaken were:

- Maximum development area. A strategy that includes development on a wider area of land of the agreed 'broad area of search', including land south of the A133 and to the east of the new A120-A133 Link Road allowing for a lower

density of development. This option prioritises full site connectivity with the Rapid Transit System network - key to maximising the development opportunity and connecting through the whole Garden Community. It allows for four centres with differing roles and characters that respond to their setting and a range of residential densities. It provides employment clusters in the north-east and south.

- Maximum connectivity. A strategy that confines the majority of development to land north of the A133 and to the west of the new A120-A133 Link Road, but which delivers a higher average density of development with a reasonable level of open space and green infrastructure integrated into the development. It prioritises full site connectivity with the Rapid Transit System network - key to connecting all parts of the Garden Community and allows for four centres. It provides employment clusters in the north-east and south of the Garden Community.
- Additional sub-options have also been considered in respect of alternative approaches and extents of land uses around the University of Essex.

Each of the options have different consequences for the provision of open space and other green infrastructure and land for community facilities and employment, the potential for economic growth, and the impact on the landscape and the character of neighbouring communities. Details of these alternatives are included in the Masterplan Design Options document.

The Councils consider the most appropriate approach is to be based upon the maximum landscape option, when considered against the reasonable alternatives (option 3 in the Masterplan Design Options report). Whilst it requires a higher average density of new homes overall, it can still be accommodated with the flexibility to deliver different types of housing of different sizes, types, heights, and densities to be delivered in different locations across the site. Developing at high densities responds to the climate emergency and maximises opportunities for sustainable travel. This approach enables the development to be achieved to minimise overall land take whilst still providing space for a healthy network of open space and green infrastructure and to protect and respect the community and character of Crockleford Heath, and other sensitive features of the site.

The approach allows employment opportunities to be delivered both on key strategic sites and within centres and provides the means by which a Rapid Transit System can be routed through the three neighbourhoods of the Garden Community, separated from the A120-A133 Link Road and prioritised over private car access. The preferred option also ensures that the main residential communities within the Garden Community are not segregated by the new A120-A133 Link Road or the A133, and that there is space within the development to achieve the green and spacious approach that is key to the Councils' expectations of a Garden Community.

The Sustainability Appraisal concluded that this approach was found to perform more sustainably than the alternatives. This reflects the higher proportion of the site that would remain undeveloped, with increased benefits in terms of preserving local landscape character, the setting of nearby settlements and heritage assets and

greenspace for habitat provision and connectivity. This approach was also found to perform more favourably in terms of limiting the need to travel by car, given the higher density and more compact form of development that would result. This approach is considered mostly likely to provide residents with easy access to a range of services and facilities within the Garden Community at the new centres. The approach would also limit the potential for a portion of residents to be located to the south of the A133 (as would result through options 1 and 2) where they would experience a degree of severance from the rest of the Garden Community.

The Councils have also considered alternative sub-options in relation to expansion of the University of Essex and Knowledge Gateway. This requires further assessment and technical consideration before the Councils make a final choice and the views of the public and stakeholders are sought.

6. Questions

We welcome your comments on the emerging policy on **Land Uses and Spatial Approach**. Some questions we would like to explore are set out below:

1. Do you agree with the Councils' preferred approach? Do you have any specific preference on the sub-options for land adjacent to the University of Essex?
2. Would you prefer one of the alternative options or are there other approaches that the Councils should have considered?
3. Do you agree with the requirements set out in the **Land Uses and Spatial Approach policy**? Some issues you may wish to consider are:
 - The need for more detailed Masterplans and Design Codes to be approved by the Councils before planning permissions are granted;
 - The approach to having three distinct but interconnected neighbourhoods within the Garden Community;
 - The level of protection being given to the 'Strategic Green Gaps';
 - The level of protection being given to the land and property at Crockleford Heath;
 - The proposal for a new country park including land and woodland around Salary Brook Local Nature Reserve;
 - The proposals for new employment sites and Park and Choose facilities south of the A120 and east of the A120-A133 Link Road, and adjacent to the A133 and the University of Essex; and
 - The location of a gypsy and traveller site somewhere in the northern neighbourhood of the Garden Community close to the A120 and the new A120-A133 Link Road.

You can provide your feedback online **by following this link** [Creating a Place for Life \(tcbgardencommunity.co.uk\)](https://tcbgardencommunity.co.uk). Alternatively, you can email tcbgardencommunity@colchester.gov.uk or planning.policy@tendringdc.gov.uk, or write to **Freepost TCBGC**. When writing or emailing, please make sure you include your name and contact details and that you respond by the consultation closing date.

7. Policy 2: Requirements for all new development in the Garden Community

Policy 2 contains the minimum design criteria against which all development proposals for the Garden Community and any subsequent developments or changes of use will be considered. The requirements of this policy apply alongside other relevant policies relating to the Garden Community in the adopted Section 1 Local Plan, as well as other relevant policies in this draft **Plan**. They will also apply alongside any relevant Masterplans or Design Codes.

The requirements of this policy are broadly consistent with those applied by both Councils to other developments outside of the broad location for the Garden Community, as set out in their separate Section 2 Local Plans. They have been included in this draft **Plan** to ensure a consistent approach to new development in this cross-boundary location – both in the development of the Garden Community itself and any future planning applications for development or changes of use. This policy applies to all land within the ‘broad location’ for the Garden Community, identified in the Section 1 Local Plan.

POLICY 2: REQUIREMENTS FOR ALL NEW DEVELOPMENT

All new development (including changes of use) within the broad location for the Garden Community in the Section 1 Local Plan will be required to meet the criteria for design, practical requirements and impacts compatibility set out in Parts A, B and C of this policy below. These will apply to the development of the Garden Community itself and any future development proposals or changes of use in the area.

Part A: Design

All new development (including changes of use) must be designed to a high standard, maximise health and wellbeing, achieve high standards of amenity, make a positive contribution to the quality of the local environment, and protect or enhance local character. To achieve this, the following criteria must be met:

1. new buildings, alterations and structures are well designed, reflect relevant Masterplans and Design Codes and, where appropriate, respect or enhance local character and distinctiveness;
2. the development relates well to its site and surroundings, particularly in relation to its siting, height, scale, massing, form, design and materials;
3. the development respects or enhances local landscape character, views, skylines, landmarks, existing street patterns, open spaces and other locally important features;
4. the design and layout of the development maintains or enhances existing features of landscape, ecology, heritage, or amenity value; and
5. boundary treatments, and hard and soft landscaping, are designed as an integral part of the development reflecting the function and character of the development and its surroundings. The Councils will expect the use of locally distinctive materials and/or locally occurring and characteristic hedge species.

Part B: Practical Requirements

All new development (including changes of use) must meet practical requirements. The following criteria must be met:

1. access to the site is practicable with priority given to walking, cycling and public transport and, for developments likely to generate additional car or commercial vehicle use, the highway network (following any required mitigation) will be able to safely accommodate the additional traffic the proposal will generate, and not lead to a severe traffic impact, and complies with modal split targets as agreed by the Councils;
2. the design and layout of the development maintains and/or provides safe and convenient access for people with diverse mobility needs;
3. the development incorporates or provides measures that create safe social spaces and streets, that create active places with natural surveillance, and minimises opportunities for crime and anti-social behaviour;
4. the developer can demonstrate how the proposal will contribute to minimise the production of greenhouse gases and impact on climate change, and deliver the specific policy requirements in this **Plan**;
5. buildings and structures are designed and orientated to maximise daylight, outlook and privacy for future and existing residents;
6. provision is made for adequate private amenity space, waste storage and recycling facilities, and vehicle and cycle parking; and
7. the development reduces flood risk and integrates sustainable drainage within the development, creating amenity space and enhancing biodiversity.

Part C: Impacts and Compatibility

New development (including changes of use) should be compatible with surrounding uses and minimise any adverse environmental impacts. The following criteria must be met:

1. during the construction phase, developers must comply with a 'considerate constructors' scheme which employs reasonable measures and techniques to minimise impacts and disturbance to neighbours, the existing wider community and damage to public or private property;
2. the development will not have a materially damaging impact on the privacy, daylight or other amenities of occupiers of nearby properties;
3. the development, including any additional road traffic arising, will not have unacceptable levels of pollution on: air, land, water (including ground water), amenity, health or safety through noise, smell, dust, light, heat, vibration, fumes, or other forms of pollution or nuisance;
4. the health, safety or amenity of any occupants or users of the proposed development will not be materially harmed by any pollution from an existing or committed use; and
5. all new development will need to comply with the adopted Essex Minerals Local Plan and the Essex and Southend-on-Sea Waste Local Plan.

Any measures necessary to meet the above requirements are to be established by the developer.

8. Justification

Policy 2 has been included in this draft **Plan** to set out the very minimum requirements that all proposals for development will be expected to meet within the broad location of the Garden Community, whether they relate to the development of the new Garden Community itself or whether they relate to future development proposals affecting the area once construction has taken place and a new community has been established, either in part or in whole.

Because this draft **Plan** is a joint plan crossing the administrative boundary of Tendring and Colchester, neither policies contained within the Section 2 Local Plans of TDC or CBC would apply to the broad location for the Garden Community. It is therefore important to ensure that any necessary policies that would apply elsewhere in Tendring or Colchester are included in this draft **Plan**, so they also apply to the Garden Community and the area within the broad location immediately surrounding it – ensuring a consistent approach on both sides of the administrative boundary. The requirements of the policy are broadly consistent with those applied by both Councils to other developments outside of the broad location for the Garden Community as set out in their separate Section 2 Local Plans, which have both proceeded separately through the process of independent examination by a government-appointed Planning Inspector.

Part A of the policy provides the minimum planning criteria for ensuring development is well designed and relates well to its surroundings. Part B ensures that practical requirements have been addressed and Part C ensures that potential impacts on surrounding uses and/or the local environment are identified, and measures are put in place to ensure any adverse impacts are minimized. Applications will also need to comply with relevant Masterplans and Design Codes and comply with the strategies and studies required in support of planning applications.

9. Alternative approaches

The Councils have considered the following alternative to this policy:

Alternative 1: No policy in the Plan.

The main problem with having no such policy is that the land and property within the broad location of the Garden Community would not be subject to the same minimum expectations applied to the land and property elsewhere within Tendring and Colchester, to which policies in Section 2 of the Councils' respective Local Plans apply. There would also be very limited guidance for the Councils to apply in the determination of future planning applications affecting the area once the new Garden Community had already been established, either in part or in whole.

Having a detailed policy in this draft **Plan** ensures that any subtle differences in wording between the policies in the Councils' respective Section 2 Local Plans are

addressed to avoid any confusion and ensure a consistent approach to dealing with proposals in this cross-border location.

10. Question

Do you support the emerging policy on **Requirements for all new developments**? Some issues you may wish to consider are:

- Do you agree that a policy is necessary to ensure the Councils take a consistent approach in the broad location for the Garden Community, that reflects the policies the Councils have in their separate Section 2 Local Plans?
- Do you agree with any of the minimum criteria set out in the policy?
- Are there any elements of the draft policy that should be covered by a design code?

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CHAPTER 4: NATURE

THE OUTDOOR NATURAL ENVIRONMENT OF THE GARDEN COMMUNITY WILL BE ITS BIGGEST ASSET. IT WILL COMPRISE GREEN INFRASTRUCTURE WHERE NEIGHBOURS WILL SPEND TIME, PLAY, INTERACT AND GROW. IT WILL PROVIDE A NATURAL SUPPORT SYSTEM FOR BOTH PEOPLE AND WILDLIFE.

This chapter sets out the policy expectations in relation to nature and green infrastructure. The natural environment of the Garden Community will be its greatest asset. A well-connected, multifunctional green infrastructure network will help to create a community where neighbours can interact, live active lifestyles and where nature can thrive.

1. Section 1 Local Plan

Under the theme of Nature, some of the main requirements expected to be covered in this draft **Plan**, as set out in the policies of the adopted Section 1 Local Plan, include:

- Create distinctive environments which are based on comprehensive assessments of the surrounding environment and that celebrate natural and historic environments and systems, utilise a multi-functional green-grid to create significant networks of new green infrastructure including a new country park at the garden community, provide a high degree of connectivity to existing corridors and networks, and enhance biodiversity.
- Natural measures to avoid, protect and/or enhance wildlife areas within and surrounding the site such as Bullock Wood Site of Special Scientific Interest (SSSI), Ardleigh Gravel Pits SSSI, Wivenhoe Pits SSSI, Upper Colne Marshes SSSI and habitats sites of international importance.
- Measures to incorporate biodiversity creation and enhancement measures.
- A network of multi-functional green (and blue) infrastructure incorporating key elements of the existing green assets within the site and also including new community parks, allotments, a new country park and the provision of sports areas and play areas with associated facilities.
- Provision of water and wastewater mitigation measures including the use of open space to provide flora and fauna rich sustainable drainage solutions.

2. Principles

A PLACE SHAPED BY NATURE AND LANDSCAPE

The Garden Community will incorporate important existing landscape features and provide a high degree of connectivity to existing green corridors and networks. Alongside a new Country Park provided along the Salary Brook Corridor it will also deliver a variety of new spaces - parks, fields, wild spaces, communal spaces, private places, secret spaces.

A PLACE WITH THRIVING ECOLOGY AND BIODIVERSITY

Net Gains in biodiversity and a thriving ecological network will shape the Garden Community ensuring native species thrive. Key assets within the Garden Community site including Salary Brook Local Nature Reserve, Welsh Wood Local Nature Reserve, ancient woodland, species rich hedgerows, areas of species rich grassland and valuable wetlands will be protected and/or enhanced and linked into the wider natural ecosystem network through habitat creation and management.

A PLACE WITH A PRODUCTIVE AND CLIMATE RESILIENT NATURAL LANDSCAPE

The landscape of the Garden Community will be informed by inclusive community design and provide a range of productive uses such as orchards, allotments, and growing fields. Natural flood risk management and carbon capture will be seamlessly incorporated in the ecological network, making the natural landscape “work hard” and deliver multiple benefits simultaneously.

3. Engagement Feedback

What we heard

Throughout our engagement processes, people emphasised how important the **natural world** is and the importance of the need for **green space** and access to nature in the Garden Community. People spoke about the **value of the natural world** to their family and social lives; their physical and mental wellbeing; and to the wider health of the community. People cited the importance of opportunities to enjoy walking, nature, publicly accessible open space, and green frontages and green spaces for places, such as schools. People underlined the contribution of the natural world to the character and identity of the area and highlighted the importance of **protecting natural spaces** to help build resilience to climate change.

People presented an ambitious vision about how the Garden Community can **work with, rather than against**, the natural world. This included protecting existing natural habitats, designing the Garden Community to incorporate nature, creating new wild spaces within and around the development, biodiversity net gain and habitat creation, and providing **plenty of opportunities to interact with nature**.

Most people saw the potential of the Garden Community to offer a **bold, radical, green alternative** to previous housing developments. While most comments across the engagement were aspirational and made suggestions about what the Garden Community should offer and could be, some of these participants were skeptical that their vision, or something close to it, would be realised. Often, their reservations were driven by skepticism towards the intentions of those behind the development. When reflecting on the theme of nature, most participants, even those with aspirations for the Garden Community, voiced concerns about the ecological impact of the development and whether it would be able to offset any damage.

When thinking about nature in the Garden Community, our visioning workshops, survey, and postcard from the future participants:

- Wanted to ensure that ecosystems won't be damaged by the development of the Garden Community.
- Wanted the Garden Community to integrate as seamlessly as possible into the natural environment.
- Wanted the Garden Community to benefit local biodiversity.
- Wanted to ensure that the Garden Community won't affect the area's rural identity.
- Wanted any environmental impact to be offset by the creation of new natural and wild spaces.
- Wanted the Garden Community to provide lots of opportunities for people to interact with nature.
- Were concerned that the green intentions of the Garden Community would be undermined by developers' desires to maximise profit.

When thinking about Nature in the Garden Community, our statutory stakeholders workshops, engagement website, and social media participants spoke of:

- The importance of the need for green space and access to nature in the Garden Community.
- The importance of green spaces that require low maintenance – such as wildflower meadows on verges to encourage wildlife.
- The importance of creating a Country Park incorporating Salary Brook Nature Reserve, its slopes, and the nearby areas of woodland.
- The importance of biodiversity and habitat creation and the need to be ambitious with biodiversity net gain and habitat creation.
- The importance and value of the wildlife already in the site – such as in mature woodland, mentioning species such as skylarks, barn owls, buzzards, rabbits and muntjac deer.
- Concerns at the loss of green space and quality farmland.
- The need for multi-functional, well planned, and strategic green infrastructure.

What we've done

The Councils agree with views about the importance of the natural environment and the benefits this brings to individuals, families, communities, and wildlife. The Nature policy aims to incorporate the feedback received from the engagement activities. The policy recognises the importance of a multifunctional green infrastructure network, and that this should form part of the character of the Garden Community, with green and blue (water) spaces integrated throughout the Garden Community. The policy emphasises the importance of protecting biodiversity and sets a minimum target for biodiversity net gain, which will lead to an increase in biodiversity within the site. The Councils recognise the need for landscape buffers to avoid coalescence (merging) between the Garden Community and existing communities, and the need to protect Salary Brook Local Nature Reserve and the slopes. Policy 1 and the Key Diagram show strategic green gaps between the

Garden Community and Colchester, Wivenhoe, and Elmstead Market. A country park is designated on land including, and beyond the boundary of, Salary Brook Local Nature Reserve.

4. Policy 3: Nature

The approach for the Garden Community is to protect existing green infrastructure and enhance the green infrastructure network for the benefit of people and wildlife. Green infrastructure has multiple benefits, including delivering biodiversity net gain by safeguarding, enhancing, restoring, and creating wildlife habitat, landscape character and features, and by integrating biodiversity into the built environment; responding to the climate emergency by reducing carbon, providing Sustainable Drainage Systems (SuDS) and facilitating active travel; and promoting healthy lifestyles.

There are numerous natural and historic assets, such as ancient woodlands and hedgerows, and the Wivenhoe Park Registered Park and Garden, within or adjoining the Garden Community. Development will protect and enhance existing assets and incorporate these into a well-connected green infrastructure network that contributes to the distinctive character of the Garden Community. Landscape buffers will form an opportunity for creating semi-natural greenspace or biodiversity net gain opportunities, visual containment, and air quality mitigation.

POLICY 3: NATURE

Biodiversity, geology, heritage assets, archaeology and landscape character will be protected and enhanced. A multifunctional green infrastructure network will be provided within and link beyond the Garden Community, providing space for nature, recreation and encouraging active travel; creating settings for the built environment; and enhancing local landscape character. This includes a country park along the western boundary of the Garden Community and a strategic east-west green corridor.

Part A: Green Infrastructure

The Strategic Masterplan for the Garden Community must include a Landscape and Green Infrastructure Strategy for the whole site, including clearly demonstrating green links within and beyond the site, and how proposed buildings reflect the landscape setting.

Connections must be made to the existing Colchester Orbital (a circular walking and cycling route around the town's perimeter) which runs along Salary Brook and through the site, linking some of the town's key open spaces, heritage sites and public rights of way (PRoW). The Colchester Orbital will be retained and enhanced as a significant green link within the development, connecting to substantial green corridors within the development formed around the existing green infrastructure network.

Existing landscape features, PRoW and the network of lanes within the site should be retained, enhanced and incorporated into the development to form part of the

green infrastructure network and public realm wherever possible. A variety of new open spaces and other green infrastructure will be created, including a Country Park along the Salary Brook corridor, including the slopes, and multiple green corridors. Proposals will need to create a site wide green infrastructure network and all open spaces must connect to this network.

Green infrastructure must deliver multiple benefits and proposals must demonstrate or provide:

1. A comprehensive landscape design framework and green infrastructure network, which conforms to the Strategic Masterplan and Landscape and Green Infrastructure Strategy;
2. How the amount, typology and function of new open space and other green infrastructure meets the standards in the Colchester and Tendring Sports, Recreation and Open Space Strategy (2022) or any updates to this strategy;
3. How biodiversity enhancement and net gain measures will be incorporated, including the use of habitat restoration and natural regeneration;
4. How the design supports the dispersal and migration of individual species and whole habitats, either as part of a regular movement pattern or through migrations in response to climate change;
5. How the green infrastructure proposed will be managed and maintained as part of the stewardship model;
6. That the strategy for selection of trees and other plants has been selected to enhance both nature and beauty and for food. For example, through drought tolerant or wetland planting approaches as appropriate;
7. How natural or free play areas have been incorporated into the urban setting as well as green spaces;
8. The provision of areas of wild bird cover for the benefit of farmland birds such; as turtle doves, linnets, and yellowhammers;
9. The creation of verges of priority habitat, hedgerow, wildflower-rich or rough grassland along roads, streets where appropriate, and pedestrian and cycle networks;
10. High quality, sustainable design and selection of public furniture, including play equipment, and lighting (where appropriate), which is essential to ensure that places are accessible and inclusive;
11. Inclusive and accessible to all, including people with varied mobility and sensory needs.

The green infrastructure network will provide Suitable Accessible Natural Greenspace (SANG) to reduce the amount of day-to-day recreational trips to the sensitive Essex coast. Proposals will be required to demonstrate that Natural England's latest guidelines on the provision of SANG have been met and that the following criteria is met:

1. At least one circular dog walk of 2.7km minimum;
2. A dedicated 'dogs off lead area';
3. Information to households to promote this area and other open spaces for recreation;
4. Dog waste bins; and
5. A commitment to the long term maintenance and management of these provisions.

Part B: Integrating Green and Blue (water) Spaces into Built Form

A key principle and part of the distinctive character of the Garden Community will be the green infrastructure network and celebration of the natural and historic environment. Proposals should take every opportunity to integrate green and blue spaces and will be required to demonstrate, both spatially and technically, how green and blue spaces have been integrated into the built form. Examples include: tree lined streets or streets that contain hedgerows appropriate to local character, habitats, and species; insect-attracting plants, hedgerows, log piles, and other places of shelter for wildlife refuge/hibernation within structural landscaping and open spaces; hedgehog friendly features such as hedgehog gravel boards for residential garden boundaries to create linked habitat; dark corridors for bat foraging; green walls and roofs and other measures of incorporating trees and plants into buildings; bat boxes, bricks or lofts and bird boxes; and Sustainable Drainage Systems (SuDS).

Part C: Protection of Biodiversity and Biodiversity Net Gain

Proposals will only be supported where they:

1. Are supported with appropriate ecological surveys where necessary; and
2. Where there is reason to suspect the presence of a protected species (and impact to), or Species/Habitats of Principal Importance, proposals should be accompanied by an ecological survey assessing their presence and, if present, the proposal must be sensitive to, and make provision for their needs and demonstrate the mitigation hierarchy has been followed; and
3. Will minimise fragmentation of habitats; and
4. Maximises opportunities for the preservation, restoration, enhancement, and connection of natural habitats in accordance with the UK and Essex Biodiversity Action Plans and Nature Recovery Strategies or future replacements.

Sensitive habitats should be buffered with additional planting or other agreed appropriate measures wherever possible to discourage access. Appropriate interpretation/signage will be required to help divert visitors away from sites that are sensitive to recreational disturbance, including the use of marketing and promotional material at the point of house sales. Ecologically rich buffer landscapes against existing and new road corridors will be required. The minimum widths of these will be agreed through an appropriate design code or similar.

Proposals must deliver a minimum of 10% measurable biodiversity net gain, and must follow the latest [Defra Metric](#), and its accompanying guidance, as well as local guidance where applicable. Biodiversity net gain must be delivered in addition to following the mitigation hierarchy, sound ecological principles, and overall high quality urban and landscape design. Biodiversity net gain should include measures at the strategic and neighbourhood level. Other street and household level enhancements should form part of the general biodiversity and landscape enhancement measures.

Biodiversity net gain should be achieved within, or adjoining the Garden Community, with the use of offsite biodiversity units and biodiversity credits only considered as a last resort. Where offsite biodiversity units are needed to achieve a minimum of 10% biodiversity net gain, biodiversity units should fund biodiversity net gain schemes within Colchester or Tendring and be secured through an appropriate conservation covenant or agreement.

Part D: Tree Planting

Existing trees on the site, including hedgerow trees, should be retained. A variety of new trees will be planted (or allowed to regenerate where appropriate such as in the proposed country park and other net-gain areas), to include: street trees, trees in gardens, new and enhanced areas of woodland, orchards and hedgerows with trees. Areas for planting or regeneration should be set out and agreed in the appropriate landscape and green infrastructure strategies and management plans.

Proposals should increase the level of canopy cover within the application site by a minimum of 10%. This increase needs to be shaped in terms of biodiversity needs, landscape character, and green space design criteria. In circumstances where this is not possible or desirable, compensatory provision should be identified and secured through a legal obligation to be agreed with the Councils.

Part E: Productive Landscapes

Allotments and a range of productive uses such as orchards, growing fields, edible walkways and community gardens should be provided throughout the Garden Community to promote healthy lifestyles. Allotment provision must be well related to residential areas and community spaces, with suitable vehicular and sustainable transport access arrangements, water supply and fencing. Allotments must sit sympathetically in the landscape and make provision for people with special educational needs and disabilities.

Part F: Sustainable Drainage Systems and Blue Infrastructure

Proposals must include Sustainable Drainage Systems (SuDS) for the management and disposal of surface water, in preference to piped systems, to avoid any increase in surface water flood risk or adverse impact on water quality. Proposals must demonstrate how the SuDS feature(s) reflect and respond to site circumstances, landscape character and the green infrastructure network, and have regard to Essex County Council's SuDS Design Guide.

SuDS should be designed as focal points by incorporating multifunctional green and blue infrastructure, provide amenity benefits, as well as linking habitats and creating enhanced areas for biodiversity by incorporating ditch habitat, reedbeds and pond networks. Consideration should be given to proposed health and safety measures for SuDS features and the design should address the usability, accessibility and safety of open space particularly for young children, the elderly and those with reduced mobility. Proposals must reduce post development run off rate back to the greenfield 1 in 1 year rate, with an allowance for climate change.

SuDS will be required to meet the following design criteria:

1. the design must follow an index-based approach when managing water quality. Implementation in line with the updated Construction Industry Research and Information Association (CIRIA) SuDS Manual is required. Source control techniques such as green roofs, permeable paving and swales should be used so that rainfall runoff in events up to 5mm does not leave the site;
2. sensitively designed and integrated into the green and blue infrastructure to create high quality public open space and landscaped public realm;
3. maximise opportunities to enhance biodiversity net-gain;
4. improve the quality of water discharges and be used in conjunction with water use efficiency measures;
5. function effectively over the lifetime of the development;
6. the hierarchy of managing surface water drainage from any development in the Garden Community should be managed in accordance with this hierarchy: firstly, rainwater reuse; and secondly infiltration.

Proposals should be designed to include permeable surfaces wherever possible. Proposals for impermeable paving, including on small surfaces such as front gardens and driveways, will be strongly resisted unless it can be suitably demonstrated that this is not technically feasible or appropriate.

Part G: Integration of A120-A133 Link Road Mitigation

A comprehensive approach is required to ensure that the environmental mitigation for the A120-A133 Link Road, as specified in the conditions of the approved planning application, is fully integrated into the design of the Garden Community. This could include integrating those elements contained in the Landscape Plan, Landscape and Ecological Mitigation and Management Plan (LEMMP), Ecological Design Strategy, Farmland Bird Mitigation Strategy and Biodiversity Monitoring Strategy, which are conditions in the planning consent, with the landscape, multifunctional green and blue infrastructure, and ecological measures for the Garden Community.

Part H: Planning Application Expectations

1. A Landscape and Green Infrastructure Strategy for the whole Garden Community must have either been prepared and approved by, or otherwise submitted to and formally approved in writing by the Councils before the determination of any planning application for development of the site.
2. Proposals must include a green infrastructure plan, which demonstrates how the scheme reflects and complies with the Garden Community wide Landscape and Green Infrastructure Strategy. The green infrastructure plan, required for all proposals, must also demonstrate how green and blue spaces have been integrated into the built form.
3. A Canopy Cover Assessment is required to establish the existing canopy cover within the application site and identify where planting or regeneration will take place and how that meets the percentage canopy cover required, enhances landscape character, and delivers high quality design.

4. Proposals must be supported with appropriate ecological surveys and landscape and visual impact assessments where necessary and include a biodiversity net gain calculation, which follows the latest Defra Metric and guidance on biodiversity net gain.
5. The Councils will require the developer to enter into an appropriate legal agreement to ensure the long-term establishment, management, maintenance and monitoring of biodiversity mitigation, compensation, and net gain measures for a minimum of 30 years as part of the grant of any planning permission. It is anticipated that the developer will need to achieve this by entering into an agreement with a suitably qualified and experienced nature conservation management organisation to deliver the creation, and management of habitat in a development of this scale.
6. An indicative Drainage Plan for the whole Garden Community must be prepared and approved in writing by the Councils before the determination of any planning application for development of the site.
7. Proposals must include a Drainage Plan and SuDS Management and Maintenance Plan, which demonstrates how the scheme reflects and complies with the Garden Community wide indicative Drainage Plan setting out the long-term management and maintenance arrangements.

5. Justification

The Vision for the Garden Community is that the natural environment will be its biggest asset. Green infrastructure will allow residents to spend time, play, interact and grow and will provide a natural support system for people and wildlife and help to integrate built elements into the existing landscape. This reflects the Section 1 Local Plan requirement of the creation of distinctive environments, which utilise a multifunctional green-grid to create significant networks of new green infrastructure.

Measures to integrate green and blue spaces into the built form will form part of the green infrastructure network. This policy identifies examples of what sort of measures will be sought to maximise climate change mitigation and biodiversity extinction mitigation throughout the development. Appropriate ecological surveys and biodiversity net gain calculations will be required in support of planning applications and the mitigation hierarchy must be followed alongside good natural design principles. There is a requirement for sensitive habitats to be buffered, with additional planting or other agreed appropriate means to discourage access, and for substantial buffers against road corridors to be provided. Biodiversity net gain and a thriving ecological network is a strategic principle of the Garden Community. Where new areas of habitat are created, this should be targeted adjacent to or between retained existing areas of habitat in order to expand and link them, thus making them more resilient. Habitat creation and management should retain and enhance habitat links to the wider landscape, for example to the Colne Valley.

A Landscape and Visual Impact Assessment is required to avoid, minimise, and mitigate negative impacts on the existing and neighbouring countryside, heritage landscapes and existing townscape and visual amenity of users (see Policy 4).

Properly managed trees and woodlands in urban and semi urban areas make a significant contribution to planning, design, and management of sustainable, resilient

landscapes. Increasing tree cover worldwide is one of the quickest and cheapest ways of mitigating climate change. Existing trees will be retained and canopy cover will be increased.

The importance of allotments and other productive landscapes was a key theme that came out of the engagement programme. Allotments and productive landscapes help to promote healthy lifestyles by promoting healthy eating and community integration. There are excellent examples of community gardens being beneficial for children and adults with disabilities (e.g. learning and sensory). The strategic principles for the Garden Community include the provision of space for a range of productive uses such as orchards, allotments, and growing fields. Their importance should not be underestimated, and opportunities for their creation should be provided throughout the Garden Community.

The strategic principles for the Garden Community recognise that natural flood risk management and carbon capture will be seamlessly incorporated in the ecological network, making the natural landscape “work hard” and deliver multiple benefits simultaneously.

The [NPPF](#) and Planning Practice Guidance (PPG) set out the requirements for the use for Sustainable Drainage Systems (SuDS) to minimise the risk of flooding from new development. The use of SuDS to manage water run-off is an important tool in minimising flooding by increasing the provision of permeable surfaces in an area that allows water to seep gradually into the ground, rather than running directly into a drainage network, thereby reducing the risk of overloading the system. SuDS can also reduce the impact of diffuse pollution from run-off and flooding. The effective use of permeable surfaces, soakaways and water storage areas should be incorporated. Early consideration should be given to the potential to use SuDS to identify when and where the use of such technologies is feasible and to also identify which type of SuDS is most appropriate to site conditions. Only where there is a significant risk of pollution to the water environment, inappropriate soil conditions and/or engineering difficulties, should alternative methods of drainage discharge of water from a site be considered.

A drainage plan and SuDS management and maintenance plan will need to be prepared to ensure that the need for SuDS has been properly considered as part of the planning application process. Developers will need to enter into early discussions with the Councils and the Lead Local Flood Authority and as part of discussions, maintenance and long term adoption responsibilities should be explored and agreed, as part of the SuDS approval process, prior to the start of development.

6. Alternative approaches

The Councils have considered the following alternatives to this policy:

Alternative 1: No policy in the Plan and reliance on the requirements of the Section 1 Plan, which are summarised at the beginning of this chapter.

Alternative 2: A more prescriptive policy, which lists exactly what biodiversity mitigation and net gain and SuDS requirements are required and where.

The Councils have rejected alternative 1 as the **Plan** is an opportunity to add further detail to the policy requirements in the Section 1 Plan and include policy that includes targets for biodiversity net gain and increased canopy cover.

The Councils have rejected alternative 2, at this stage, as there is a need for flexibility to ensure that proposals for the Garden Community are able to respond to changes to the natural environment over the lifetime of the Garden Community and changes to biodiversity net gain, protected species, priority habitats and SuDS features. The Sustainability Appraisal concluded that this alternative would provide more certainty for developers in terms of what is expected to be provided on site to help limit adverse impacts relating to biodiversity assets in the Garden Community area. However, this approach would also be less flexible in terms of responding to changes in the natural environment over the lifetime of the Garden Community and changes in regard to biodiversity net gain, protected species, priority habitats and SuDS features.

7. Question

Do you support the emerging policy on **Nature**? Some issues you may wish to consider are:

- Is there anything missing from the policy?
- What kinds of open spaces should the Garden Community deliver?
- Should the biodiversity net gain target be higher or lower and what is the justification to vary the percentage in the policy?
- Should the canopy cover target be higher or lower and what is the justification to vary the percentage in the policy?
- Are there any elements of the draft policy that should be covered by a design code?

You can provide your feedback online **by following this link** [Creating a Place for Life \(tcbgardencommunity.co.uk\)](https://tcbgardencommunity.co.uk). Alternatively, you can email tcbgardencommunity@colchester.gov.uk or planning.policy@tendringdc.gov.uk, or write to **Freepost TCBGC**. When writing or emailing, please make sure you include your name and contact details and that you respond by the consultation closing date.

Chapter 5: Buildings, Places and Character

THE GARDEN COMMUNITY WILL PROVIDE THE RIGHT JOBS, HOMES AND SPACES FOR ALL ASPECTS OF LIFE. IT WILL CREATE THRIVING DISTINCTIVE PLACES FOR A RANGE OF ACTIVITIES AND EMPLOYMENT OPPORTUNITIES. IT WILL BE MEMORABLE FOR ITS LANDSCAPE AND ARCHITECTURE AND WILL BE WIDELY RECOGNISABLE OF ITS PLACE IN NORTH ESSEX.

The Councils have very high expectations for how the Garden Community will create unique and distinctive buildings and neighbourhoods, whilst still respecting the character and visual amenity of nearby towns, villages, historic buildings, structures and the character and features of the landscape. The Councils also have high expectations for ensuring that residents of the Garden Community have access to a range of opportunities for employment, education, and training across a variety of sectors with the aim of achieving a minimum of one job per household, either close to home or within a sustainable commuting distance. The Councils have high expectations in terms of sustainable design and construction, and this is covered in Chapter 8: Sustainable Infrastructure.

1. Section 1 Local Plan

Under the theme of 'Buildings, Places and Character', some of the main requirements expected to be covered in this draft **Plan**, as set out in the policies of the adopted Section 1 Local Plan include:

- the creation of a unique and distinctive place that responds positively to local character and context to preserve and enhance the quality of existing places and their environment – including assets of historic value;
- a wide range of jobs, skills and training opportunities – including 25 hectares of employment land and land for the expansion of the University of Essex;
- provide a mix of land uses and services with well-defined public and private spaces to create sustainable well-designed neighbourhoods;
- well-designed and integrated public realm with high quality landscape design, street furniture and other distinctive features that help to create a sense of place;
- integrates green infrastructure that creates spaces and places for healthy living, biodiversity recovery, play, noise, visual, heat and air quality mitigation, and natural SuDS;
- creating streets and places that are overlooked and active and promote inclusive access;
- development to be of appropriate densities which reflect both the context, place-making aspirations and opportunities for increased levels of development around centres and transport hubs;
- a mix of housing types and tenures including self and custom build and starter homes including a minimum of 30% affordable housing, phased through the development; and
- protecting the amenity of existing and future residents and users with regard to noise, vibration, smell, loss of light, overbearing and overlooking.

2. Principles

A PLACE WITH DISTINCTIVE IDENTITY

Inherently authentic, memorable and delightful, the Garden Community will have a locally-rooted character drawn from its surroundings, but also a strong identity of its own. The community will be varied in its built form, densities and architectural style. Its impact on the human and physical environment will be considered. Strong and purposeful buffers will provide separation where they are needed while in other areas strong connections and planned links will ensure it is never isolated.

A PLACE WITH A THRIVING LOCAL ECONOMY

The local economy will be vibrant and provide a wide range of new and exciting economic opportunities, maximizing opportunities from the adjacent University of Essex and capitalizing on the success of the Knowledge Gateway. The site will provide a range of flexible and modern workspace together with state of the art digital infrastructure to allow for modern ways of working.

A PLACE THAT IS VIBRANT AND ACTIVE

The Garden Community will be designed to ensure interaction and activity is common. Centres will encourage a variety of mixed use, flexible spaces that are accessible in close proximity to homes and jobs. It will be known for its quality of livability, equitable prosperity, and social cohesion.

A PLACE WHERE HOUSING IS ACCESSIBLE, AFFORDABLE AND INCLUSIVE

New housing will provide opportunity for young renters, flat sharers, first time buyers, growing families, empty nesters and ageing members of society to live side by side - there will be a real sense of belonging and community with homes designed to be more flexible and adaptable to whole life needs.

A PLACE WITH GREAT HOMES

The Garden Community will create high quality and desirable homes designed to meet the changing needs of society whilst ensuring high quality spaces.

3. Engagement Feedback

What we heard

Throughout our engagement processes, people emphasised the importance of development **respecting the character of existing settlements** both surrounding the Garden Community (such as Elmstead Market, Wivenhoe and Ardleigh) and those settlements and dispersed communities within the broad location of the Garden Community – such as Crockleford Heath, Turnip Lodge Lane and Mount Pleasant Cottages. People commented that development must not attempt to replicate or create an ‘imitation’ of an existing area and should have its **own unique character**, with architecture of different types and character in different parts of the development. People felt that there should be distinct and **definable landmarks** within the development that set it apart from other existing places. People stressed

that the Garden Community must be accompanied by new, **high quality jobs** to ensure it does not become a dormitory or commuter settlement or just another housing estate on the edge of Colchester. The importance of providing jobs in new **innovative sectors like renewable energy and modular construction**, which could provide employment over the full period of the Garden Community's development, was stressed. People also felt that measures to encourage home working, live-work units and self-employment should be maximised to reduce the need for people to commute from the Garden Community

When thinking about Buildings, Places and Character in the Garden Community, our visioning workshops, survey, and postcard from the future participants:

- Wanted the area to still feel rural and include tranquil space for reflection.
- Felt the Garden Community should make the most of the area's history.
- Wanted the area to have vibrant and bustling spaces for socialising.
- Wanted the Garden Community to feel distinctive.
- Wanted the houses to be adaptable, so that the houses can respond to the changing needs of their residents.
- Wanted the Garden Community to provide employment, working space, and training for all its residents.
- Were worried that the development will end up feeling like any other generic housing estate.
- Were concerned about the impact the Garden Community will have on the identity of the local area and of existing settlements nearby.
- Build modern housing with bold but considerate designs.
- Create houses that are green by design.
- Ensure an equitable distribution of amenities throughout the development.
- Use buffers to protect the surrounding areas.

When thinking about Buildings, Places and Character in the Garden Community, our statutory stakeholders workshops, engagement website, and social media participants spoke of:

- The cohesion, look and feel of the Garden Community.
- A few people spoke about beauty and creating space for people, such as a town centre with a parade and village green, and a central square with cafes and restaurants.
- Employment came up as an important point, specifically during the stakeholder workshops. Key points that came up centred around the nature and quality of jobs, especially around providing for the daily needs (good housing and transport etc) of keyworkers and attracting new workforces.
- Specific conversations also took place around employment for disadvantaged communities, young people, and people with disabilities or additional needs.

- Acknowledging that employment would not be an option for all people, there were also comments with regards to the importance of volunteering, training, and social enterprise opportunities.
- There were concerns raised around the buffers for the Garden Community under this theme.
- Landscape, Ecology and Green Infrastructure was also a common topic of discussion.

What we've done

The Councils agree that the Garden Community should have its own unique character and identity with different characters and architecture in the proposed three neighbourhoods. This will be achieved through a masterplan and design code for each neighbourhood. The importance of protecting the character and identity of existing settlements is recognised. Strategic Green Gaps are included to avoid settlement coalescence (merging) with neighbouring settlements and Crockleford Heath is designated as an Area of Special Character. The Councils agree that the Garden Community must include high quality jobs in a diverse range of sectors and expect a mix of employment opportunities to be distributed throughout the Garden Community.

4. Policy 4: Buildings, Places and Character

Taking forward the requirements of the Section 1 Local Plan and taking into account the views of local people and other stakeholders, Policy 4 sets out the Councils' expectation for the Garden Community to be unique and distinctive in its character and appearance, and for the new homes to meet high standards that will meet a variety of different needs and demands for people and families over the courses of their lives. It includes the Councils' expectations around housing mix, density, and space standards.

POLICY 4: BUILDINGS, PLACES AND CHARACTER

Part A: Creation of a Unique and Distinctive Place

The Garden Community will be a unique place with a distinctive character that takes a positive and innovative approach to architecture, urban design, landmarks, and public realm provision. It will adopt a landscape led approach to design and build, follow [healthy new towns](#) principles, and achieve [Active Design](#), and [secured by design certification](#).

The three 'Neighbourhoods' within the Garden Community will themselves adopt different approaches to distinctiveness to provide a rich variety of homes, spaces and other structures to appeal to different needs and lifestyles.

To achieve a unique place with a distinctive character, the Garden Community will be developed in accordance with a 'Strategic Masterplan' and 'Strategic Design Code' for the whole site and more detailed 'Neighbourhood Masterplans' and 'Neighbourhood Design Codes' for each of its three neighbourhoods. These

Masterplans and Design Codes will be prepared and approved by the Councils, through a collaborative process with key stakeholders before the consideration of detailed proposals and determination of planning applications. Masterplans and Design Codes will be the subject of public and stakeholder engagement in their own right.

Part B: Housing Mix and Affordable Housing

The proposed mix of dwelling types, sizes and tenure should reflect the latest available evidence of housing demand and need, either contained within the Councils' latest 'Strategic Housing Market Assessment' (which will be updated on a periodic basis) or an assessment of housing demand and need otherwise produced by the developer, which will need to be submitted to the Councils and approved in writing.

To ensure the Garden Community makes suitable provision to meet the needs of first-time buyers, key workers and local people and families on lower incomes who cannot afford to buy or rent housing on the open market, at least 30% of all new homes across the Garden Community and within each of its three neighbourhoods must be provided in the form of 'affordable housing'.

Whilst it remains a requirement of government policy, 10% of all new homes will be expected to be provided for 'affordable home ownership' in line with the [NPPF](#) and these will count towards the overall provision of affordable housing. The mix, size, and tenure of the remainder of the affordable housing requirement will be determined by the submitted Housing Strategy and as agreed by the Councils, having regard to latest evidence of affordable housing need.

To ensure positive integration between the Affordable and Market Housing, there should be no difference in the appearance and quality between dwellings (and associated public realm) to be sold on the open market and those to be delivered as Affordable Housing. In addition, proposals must be accompanied by and delivered in accordance with an 'Affordable Housing Phasing Strategy' which could form part of the wider Housing Strategy, and which would have been approved in writing by the Councils, prior to the determination of relevant planning applications.

Part C: Housing Density

The 'density' of new housing development at the Garden Community and within its Neighbourhoods, typically expressed in 'dwellings per hectare' (dph) will vary, having regard to a variety of factors. Housing should be provided within a broad range of 30 dph in the most sensitive locations, up to 80-100 dph or higher in centres of activity and/or in locations with high accessibility to the Rapid Transit System, sustainable movement corridors and facilities, with an overall average across the settlement boundary of around 50 dph. Factors influencing the appropriate density for any given area include:

1. accessibility to existing and proposed centres, employment areas, services and facilities;

2. the need to achieve minimum internal floorspace and private amenity space standards, along with requirements for car parking set out within this draft **Plan**, Masterplans, Design Codes or Council guidance;
3. the required mix of housing;
4. the character of proposed development as determined through the relevant Masterplans and Design Codes;
5. the character and proximity to any designated and non-designated heritage or environmental assets, or the impact on their settings;
6. the need for an appropriate transition between built development and sensitive areas, such as the open countryside and the Crockleford Heath Area of Special Character; and
7. the land requirements for infrastructure to be incorporated as part of the development (including key transport corridors, existing and proposed green and blue infrastructure, open space, including green corridors and areas of biodiversity net gain, sustainable drainage systems, centres, footpaths, cycleways and highways, schools and other community facilities).

Part D: Internal Space Standards, Home-working and Adaptability in New Homes

To ensure homes provide a high standard of living conditions for the residents of the Garden Community, all new dwellings will, as a minimum, be expected to comply with the government's latest 'Technical housing standards – nationally prescribed standard'. Wherever possible, dwellings should exceed these standards to ensure a variety of dwelling sizes across the Garden Community and the neighbourhoods within it and to enable scope for homes and space within them to be adapted in the future to meet residents' and families' changing needs – including the potential for multiple generations of a family to live together.

To provide maximum scope for new residents to be able to work or operate a business from home, all new dwellings should include innovative approaches to home working.

All new dwellings must be built to [Building Regulations Part M4\(2\)](#) 'adaptable and accessible standards' (or subsequent equivalent building regulations standards). Within each of the three neighbourhoods, at least 10% of market dwellings and 10% of affordable dwellings should also be built to [Building Regulations Part M4\(3\)](#) 'wheelchair-user' standards' (or subsequent government standards). This will ensure that the needs of people living with disabilities and older households will be met, both from the early phases of development at the Garden Community, and into the future as people's needs change.

Part E: Private Amenity Space (garden) Standards

All new dwellings must provide for private amenity space (private gardens), either individually or communally, of a size and configuration which is comparable to the

size of dwelling and the character of an area. The approach to private amenity space will be determined through the detailed Masterplans and Design Codes, having regard to the standards set out in the latest [Essex Design Guide for Residential and Mixed Use Areas](#).

Private amenity space should be located to be easily accessible from the dwelling(s) to which it relates. In determining the provision of private amenity space for dwellings, proposals should consider the opportunity to provide space both for growing food and the scope for adapting and extending properties to meet residents and families' future needs, whilst still maintaining an appropriate level of garden provision.

Part F: Self-Build and Custom-Built Homes

The provision and opportunities for constructing self-build and custom-built homes should form part of the mix of housing at the Garden Community and each of the neighbourhoods within it. This provision should be made in the form of serviced plots to be brought forward with individual planning applications by those looking to occupy those homes. Details of this provision should form part of any submitted Housing Strategy for the development and the neighbourhoods within it. The requirement for self-build and custom-built homes will be determined having regard to the Councils' 'self-build registers' and local market testing.

The Councils will also consider, on their merits, small developments of sensitively designed self-build and custom-built homes on land in close proximity to the Crockleford Heath Area of Special Character (as shown on the Key Diagram). In determining any proposals for development, the Councils will give special regard to preserving and/or enhancing the loose knit and low-density rural character of the area.

Part G: Care, Assisted Living and Other Specialist Housing

To meet the needs of older and disabled people who require specialist care, an element of residential provision in the form of high-quality care homes, assisted living and other specialist housing (including independent living) should be delivered as part of the overall mix of development. These should be located either within, or adjoining, each of the new centres.

The size and specification of any care home or extra-care housing will be determined through the Housing Strategy submitted by the developers (see Part B) and will be informed by evidence held by the Councils and their partners in the health sector.

Part H: Student Accommodation

To meet the needs of an increasing population of students at the expanding University of Essex, and other local educational establishments, the Housing Strategy for the development should consider and address the need for additional student accommodation as part of the Garden Community.

Part I: Gypsy and Travellers

As set out in Policy 1 of this draft **Plan**, a new site for the accommodation of gypsies and travellers will be delivered within the northern neighbourhood of the Garden Community, south of the A120 and west of the new A120-A133 Link Road, with good access to those roads. Gypsy and Traveller provision will be confined to the allocated site and will not be permitted elsewhere within the Garden Community, nor the countryside around it.

The number of pitches and thus the overall size of the site will be determined through an up-to-date Gypsy and Traveller Needs Assessment (GTNA) that will form part of the Housing Strategy for the wider neighbourhood. The GTNA should be based on the latest Essex wide or Council produced needs assessment. The site will be expected to include suitable circulation and amenity space and must achieve safe access for large vehicles from the road network, access to utilities and must be of high-quality design and landscaping, providing a good standard or residential amenity for occupiers.

Part J: Planning Application Expectations

1. To ensure proposals minimise impact on the existing landscape character and sensitive receptors, both on the site itself and in the surrounding settlements or countryside, a comprehensive Landscape and Visual Impact Assessment of detailed proposals is required. The Landscape and Visual Impact Assessment (LVIA) must demonstrate how the layout and design of proposals has evolved to avoid or minimise harmful impacts.
2. Proposals for the Garden Community as a whole, and for each of the neighbourhoods within it, must be accompanied by a Housing Strategy. This must clearly set out how the development will deliver a mix of housing of different types, sizes and tenure that meet a variety of needs, demands and aspirations, including the size and specification of any care home or assisted living housing, the need for student accommodation and an up-to-date Gypsy and Traveller Needs Assessment. The Housing Strategy should relate and have regard to the demographic studies required by Policy 6.
3. An Affordable Housing Phasing Strategy should form part of the Housing Strategy for each neighbourhood. This must demonstrate how affordable housing will be integrated into the development in smaller clusters within each neighbourhood and delivered in phases, alongside market housing, throughout the development.
4. A mitigation strategy is required to demonstrate the measures that can minimise harm and maximise the potential to enhance the heritage significance of Elmstead Hall, the Church of St Anne and St Laurence, Allen's Farmhouse, and the Round Barrows (Scheduled Monument) on Annan Road.
5. An archaeological assessment of the proposals in the vicinity of the Round Barrows is required.

5. Justification

For the Garden Community to be successful, it is one of the Councils' main objectives to ensure it is unique, self-sufficient and can provide high quality design. To achieve this, the design and layout of the Garden Community will be developed in more detail through a 'Strategic Masterplan' for the whole site and an even more detailed 'Neighbourhood Masterplan' for each of the three defined neighbourhoods, with associated Strategic and Neighbourhood Design Codes, in addition to design codes on specific issues.

The Councils will expect the Masterplans and Design Codes to establish an innovative approach to development both across the Garden Community as a whole, and within each of the neighbourhoods. Masterplans and Design Codes will be informed by use of design review and assessment frameworks such as the [National Design Guide](#), [National Model Design Code](#), [Building for a Healthy Life](#) and [Building with Nature](#), or similar. These Masterplans and Design Codes will be prepared and approved by the Councils, through a collaborative process with key stakeholders, including the public, before the consideration of detailed proposals and determination of planning applications.

In assessing the range of densities that may be appropriate for the Garden Community, it is necessary to look at what density means in practice. There are various measurements of density, but the most commonly used measure is the calculation of the number of dwellings per hectare. Density is measured as a net figure, only including land directly associated with housing, including the following:

- Access roads
- Private garden space
- Car parking areas
- Incidental open space and landscaping
- Children's play areas

and excluding the following:

- Major roads (including major roads and spine roads)
- Schools and sports grounds
- Strategic open and public space
- Landscape buffers
- Major drainage installations
- Land for other educational or community purposes.

It is appropriate to use a 'blanket' average net density across a whole site for wider planning purposes such as for a Local Plan, but this can be a blunt instrument in trying to assess the capacity of a site, and the draft **Plan** takes a more refined approach for this particular site.

The density of new housing within the Garden Community will be expected to vary both across the Garden Community and within its constituent neighbourhoods in order to achieve the overall requirement of 7,500 to 8,000 homes. Densities will be

determined by a range of factors as set out in Policy 4. Across the Garden Community, there is a general expectation that the overall average density of development and the total number of new homes will be greatest in the southern neighbourhood of the Garden Community to reflect its proximity to the University of Essex, which might allow for the provision for some additional student accommodation, and the opportunity for early connection to the Rapid Transit System. The overall density and housing numbers across the northern and central neighbourhoods is expected to step down to lower levels to reflect the more sensitive nature of the landscape and existing communities further north. However, densities must also reflect the sensitive landscape and heritage value of Wivenhoe Park Registered Park and Garden and its setting that forms part of the University estate and abuts the southern boundary of the Garden Community. Overall housing numbers including their distribution between each of the three neighbourhoods will be determined by the Strategic Masterplan.

The density of housing development within each of the three neighbourhoods will itself vary to reflect the specific factors identified above and will generally be higher density within immediate proximity to the proposed centres and lower densities further out from those centres – particularly where development affects sensitive heritage or environmental assets and other sensitive features including existing dwellings or groups of dwellings.

As well as a range of densities, a mix of different sizes, types and tenures of housing will be expected to meet the needs of a wide variety of people with different requirements, demands and aspirations – including a minimum requirement of 30% affordable housing. The mix will be established through a separate Housing Strategy submitted for approval by the developer for the Councils' approval, that has taken into account the latest evidence and projections of need and demand and relates to a demographic study. There is also an expectation for all new homes to be built to an adaptable standard, to allow them to be easily upgraded to wheelchair accessible standard if or when residents' mobility needs change. 10% of homes will need to be wheelchair accessible on construction. The development will also be expected to provide for care and assisting living provision, self-build and custom-built homes and student accommodation. Providing homes that are suitable for people living with impaired mobility gives them a choice to remain living within their homes for longer and provides them with wider care options such as receiving domiciliary care instead of having to move to an institutional care setting, thus improving quality of life whilst also reducing pressures on adult social care and local health services.

A Heritage Impact Assessment (HIA) forms part of the evidence base. It ensures that a positive strategy for the historic environment is secured through the **Plan** and that the **Plan** avoids harming the significance of both designated and non-designated heritage assets, including their effects on setting.

The HIA suggests that the development of the Garden Community would potentially result in significant effects to Elmstead Hall, the Church of St Anne and St Laurence, Allen's Farmhouse, and the Round Barrows (Scheduled Monument) on Annan Road. This would primarily be through the development of the proposed employment areas

adjacent to the A120 and A133, the A120-A133 Link Road, and the proposed woodland planting which impacts on the open landscape that is an important element of the settings to these assets. The further erosion of the remaining open land surrounding the Round Barrows is also potentially detrimental to the scheduled monument's archaeological significance as well as its historic setting. It is recommended that an archaeological assessment of the proposals in the vicinity of the Round Barrows is undertaken. Non-significant adverse effects are likely on Salarybrooke Farmhouse, Lamberts, Collierswood Barn, Wivenhoe House, Hill Farm agricultural buildings, Wivenhoe House Lodges and Wivenhoe Park.

The HIA identifies the potential to provide enhancement opportunities through archaeological/cultural heritage pre-commencement work to more fully understand the historic development of the area and then to promote this information for the benefit of local people and visitors.

Landscaping will have a huge part to play in mitigating the impact on heritage assets and will need to be underpinned by Landscape Visual Impact Assessments, which is a planning application expectation in Policy 4. The design and landscaping must be carefully considered in each neighbourhood to ensure it responds to the local character (built and natural) to minimise the potential for adverse impacts and to achieve the best design quality which is an important consideration in determining the balance of harm and benefit.

6. Alternative approaches

The Councils have considered the following alternative to this policy:

Alternative 1: No policy in the **Plan** and reliance on the requirements of the Section 1 Plan.

Alternative 2: A more detailed and prescriptive approach including a detailed Masterplan and Design Code and very detailed requirements and standards.

The policy set out above seeks to encapsulate all the Councils' high expectations for the quality, distinctiveness, and inclusiveness of the Garden Community and many of the ideas and preferences put forward by residents and other stakeholders during the engagement activities.

For each of the different parts of the policy there could also be alternative approaches, for example a higher or lower percentage requirement for adaptable housing and wheelchair accessible housing; lower or higher minimum expectations for internal space and garden space; or prescriptive requirements for the mix of housing density, sizes, types, and tenures.

The disadvantage of the Alternative 1 approach is that there would be very limited control over the development of the Garden Community and less of an opportunity for the Councils and the community to influence its design, character, and make-up and to achieve the quality and attributes of a Garden Community.

The disadvantage of the Alternative 2 approach of including the maximum level of detail in this draft **Plan** is that over the lifetime of the Garden Community

development (and even in the short-term running up to the first phases of development) expectations could change, and flexibility is required. For example, the housing market and the need and demands for certain kinds of homes will change over time and it would be better for the mix of housing to be determined by the most up to date evidence, than by a prescriptive requirement set out in this draft **Plan**. The Sustainability Appraisal (SA) concluded that this alternative is likely to strengthen the positive effects and remove the uncertainty identified in relation to the potential impacts on SA objectives for biodiversity and geological diversity, historic environment and townscape, water resources and quality, flood risk, and landscapes. A positive effect would be expected for the SA objective on energy efficiency and climate change as it is likely that the design code would include a requirement to utilise renewable energy to generate electricity for the Garden Community and to incorporate passive design principles to optimise site layout, building form and orientation to minimise energy consumption.

The draft policy is considered to be the best option as it strikes a realistic balance between establishing minimum standards and expectations from the outset, and requiring additional work in the form of Masterplans, Design Codes and strategies to determine a greater level of detail going forward, based on the most up to date information available while still retaining an appropriate level of control.

7. Question

Do you support the emerging policy on **Buildings, Places and Character**? Some issues you may wish to consider are:

- The approach to housing density and the factors that should influence the number of dwellings per hectare in different parts of the site.
- The proposed minimum standards and general expectations around internal floor space for new homes, private gardens, and the need for all homes to be adaptable.
- The requirement for a mix of housing across the Garden Community and its neighbourhoods including private and affordable housing, care and assisted living, self-build and custom-built homes and student accommodation – and how the details should be determined through a separate ‘Housing Strategy’.
- Are there any elements of the draft policy that should be covered by a design code?

You can provide your feedback online **by following this link** [Creating a Place for Life \(tcbgardencommunity.co.uk\)](https://tcbgardencommunity.co.uk). Alternatively, you can email tcbgardencommunity@colchester.gov.uk or planning.policy@tendringdc.gov.uk, or write to **Freepost TCBGC**. When writing or emailing, please make sure you include your name and contact details and that you respond by the consultation closing date.

8. Policy 5: Economic Activity and Employment

Creating opportunities for employment, education, and training at the Garden Community, both throughout its construction and for the lifetime of residents as the community becomes established, is going to be critical to its success. The approach

to maximising the economic potential of the Garden Community has been informed by the evidence base and discussions with education providers and businesses within different sectors. There will be an expectation that as many opportunities to create jobs at the Garden Community, and within a sustainable commutable distance, are followed up and delivered. Policy 5 explains how this will be achieved, with an aim of creating at least one job per new household.

POLICY 5: ECONOMIC ACTIVITY AND EMPLOYMENT

Part A: Achieving a Balance of Homes and Jobs

Residents of the Garden Community will have access to a range of opportunities for employment, education, and training across a variety of sectors with the aim of achieving a minimum of one job per household, either within or close to home or within a sustainable commutable distance. To achieve this, the Councils, working with developers and other partners, will employ a variety of measures aimed at fostering the conditions for economic activity and employment.

These measures, which will be detailed in a separate Economic and Employment Strategy, which will be approved by the Councils following a collaborative process with the developers and other key stakeholders, will include:

- expansion of the University of Essex and the Knowledge Gateway through the allocation of land for expansion and ongoing development;
- creation of ‘centres’ serving each of the Garden Community’s new neighbourhoods providing facilities such as shops, services and community facilities, including schools, care facilities and flexible community buildings that can be used for a variety of purposes, including health provision, and could include employment land and job opportunities;
- establishment of a new industrial business park south of the A120 and east of the new A120-A133 Link Road for general business and industrial activities – benefitting from good accessibility to the existing and expanded strategic road network;
- delivery of the first phase of business accommodation in each employment area tied to occupation of housing and any future review of employment allocations will need to take account of market dynamics and best practice;
- construction of new homes with innovative approaches to home working and the highest standard of broadband access to promote home working, business creation and self-employment;
- creation of the Rapid Transit System to enable a rapid commute for residents to and from all neighbourhoods within the Garden Community to key areas of employment including the proposed industrial business park and centres as well as those outside of the Garden Community, such as the

University of Essex, Colchester Town Centre, Colchester General Hospital, Colchester Business Park and Colchester Sports Park;

- positive partnership working between the Councils, local educational establishments, and the developers to increase capacity and improve facilities to deliver training in identified 'growth sectors'; and
- working with government and other partners to secure government investment and to explore the potential for central government functions and related supply-chain industries to be relocated to either the Garden Community, or surrounding towns in Tendring and Colchester.

Part B: Protection of Employment Land

Land allocated for employment use in the draft **Plan** and any employment land or employment space created as part of the Garden Community will be protected for employment use unless a future review of this draft **Plan** or subsequent Strategic Masterplans determine otherwise. Proposals for non-employment uses for this land and premises will not be supported to ensure the Garden Community is served by a flexible range of land and property for the provision of commercial activity and jobs.

Part C: Employment and Skills Plan

All proposals for development must be accompanied by an 'Employment and Skills Plan' (ESP) (sometimes known as a 'Construction Workforce Development Strategy and Agreement') to maximise the potential for local people to be trained and employed in the long-term development of the Garden Community – and may include renewable energy and energy efficient technologies and on-site modular construction. The ESP will demonstrate the measures that will be employed to maximise the opportunities for local people to access training and employment in the construction of the Garden Community and associated supply-line industries and enable wider employment opportunities for those requiring additional support to enter the job market. The ESP will be developed in consultation with the Councils and, on approval by the Councils, developers will be expected to enter into a legal agreement to ensure the agreed measures are implemented.

Part D: Planning Application Expectations

1. An Economic and Employment Strategy will be required, which must be approved by the Councils, prepared collaboratively with the Councils and relevant stakeholders, and include the criteria in Part A of this policy.
2. An Employment and Skills Plan will be required.

9. Justification

The Garden Community can make a contribution to addressing the challenges of increasing productivity, delivering prosperity and productivity, and contributing

towards the creation of mixed and balanced new communities that are successful and sustainable in the long term.

A key objective is to ensure economic uses help to create a successful, integrated, and balanced community with vibrant centres that include a mix of employment opportunities and services. A mix of employment uses provides flexibility and the ability to respond to market strengths and opportunities. A realistic level of self-containment should also be achieved, with as many commuting journeys as possible undertaken through walking, cycling and public transport. Sustainable access to employment opportunities in neighbouring major employment centres will need to be provided.

It is critical that the delivery of the first phase of business accommodation in each employment area is tied to occupation of housing to provide an alignment between jobs and housing, and any future review of employment allocations will need to take account of market dynamics and best practice, and avoid sterilisation of parcels of land.

The Garden Community will contain a vibrant mix of occupiers, including suitable uses in the evening and night-time economy. Non-residential development on lower floors should be flexible and adaptable, including to accommodate a range of uses and sectors, including studio based Small and Medium Sized Enterprises (SMEs) or third sector organisations.

Employment areas will need to offer a high-quality, pedestrian-friendly environment, including access to green spaces and amenities for employees. There will also be a commitment to futureproof broadband connectivity to all homes and businesses. Residential design and layouts will need to provide flexible and adaptable spaces to support homeworking.

In the current economic climate and national skills shortage, the Councils will expect the developer to prepare an 'Employment and Skills Plan' (ESP) to increase local construction employability levels and workforce numbers. Improving the skills of the local labour force will be key to improving the areas economic competitiveness. Through the ESP, increased skills and employability will enable residents to take advantage of opportunities created by new development at the Garden Community. The ESP will enable relevant and proportionate targets to increase the volume and quality of employment and skills interventions.

10. Alternative approaches

The Councils have considered the following alternative to this policy:

Alternative 1: No policy in the **Plan** and reliance on the requirements of the Section 1 Plan.

The Councils have rejected alternative 1 as the **Plan** is an opportunity to add further detail to the policy requirements in the Section 1 Plan and include policy that sets out what will be required in a separate Economic and Employment Strategy and the protection of employment land.

11. Question

Do you support the emerging policy on **Economic Activity and Employment**? Some issues you may wish to consider are:

- What employment uses should be located in the Garden Community?
- Do you agree with the location of the proposed industrial business park?
- Do you agree with the location of the proposed expansion to the University of Essex and Knowledge Gateway?
- Are there any elements of the draft policy that should be covered by a design code?

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CHAPTER 6: COMMUNITY AND SOCIAL INFRASTRUCTURE

THE GARDEN COMMUNITY WILL BE KNOWN FOR ITS HEALTHY AND HAPPY COMMUNITY. IT WILL HAVE A VARIETY OF DIVERSE COMMUNITY SPACES, PLAY SPACES, GREAT LOCAL SCHOOLS AND A NETWORK OF SPORT AND LEISURE FACILITIES. IT WILL ESTABLISH LONG TERM AND PARTICIPATIVE STEWARDSHIP OF INFRASTRUCTURE FROM THE OUTSET.

This chapter contains the Councils' expectations and policy on ensuring the Garden Community is served by community services and facilities of the right type in the right location, including schools and sports facilities; as well as access to health services and how the development will incorporate measures to encourage inclusive, healthy, and happy lifestyles.

1. Section 1 Local Plan

Under the theme of Community and Social Infrastructure, some of the main requirements expected to be covered in this draft **Plan**, as set out in the policies of the adopted Section 1 Local Plan include:

- Establishment of new district and neighbourhood centres of an appropriate scale and easily accessible by walking, cycling and public transit to the majority of residents of the Garden Community – each containing community meeting places.
- New secondary school, primary schools and early-years facilities.
- Measures for increasing capacity in, and accessibility to, primary health care – either through new infrastructure or the improvement, reconfiguration, extension, or relocation of existing medical facilities.
- Creation of healthy communities through the pattern of development, urban design, access to local services and facilities, and safe places for active play and food growing.
- The provision of new indoor leisure and sports facilities and/or contributions towards the improvement or expansion of existing facilities in the wider area.
- New community parks, allotments, a new country park and the provision of sports areas and play areas with associated facilities.
- An infrastructure delivery strategy and phasing plan that sets out how infrastructure, services and facilities will be provided.

2. Principles

A PLACE WHERE EVERYONE CAN FEEL AT HOME

The Garden Community will be home to a multi-generation and multi-cultural community for people of different ages, ethnicities, interests and lifestyles. A variety

of spaces for social interaction will encourage existing and new communities to meet with facilities designed to be accessible and inclusive.

A PLACE WHERE IT'S EASY TO BE HEALTHY AND HAPPY

The Garden Community will be designed to make it easy for residents and visitors to live well. It will be about far more than the delivery of healthcare services but focused on creating environments that promote healthy living, are regenerative, restorative and relaxing - being active and tranquil will come naturally.

A PLACE WHERE EVERYONE CAN LEARN

The Garden Community will be planned with lifelong learning in mind. While early years, primary and secondary education will all be planned for it will also develop a more holistic place that creates opportunity for lifelong learning, training and local opportunities with employers and key institutions such as the University of Essex.

A PLACE TO PLAY AND HAVE FUN

In addition to purpose-built sport and leisure facilities the Garden Community will include opportunities for recreation and activity including for children and young people.

A PLACE WHERE LONG TERM STEWARDSHIP IS CONSIDERED FROM THE OUTSET

Long term stewardship and governance will be considered and built-in from the initial stages of planning and designing the Garden Community. A clear understanding will be established from early on, of how the assets generated by the development process will be managed on behalf of the community in perpetuity and how income streams will be generated. Meaningful community participation will be established from the outset to enable people to engage in the management of their infrastructure. Community needs and opportunities will be identified in a participative manner and there will be local representation on delivery teams and partnerships

3. Engagement Feedback

What we heard

Throughout our engagement processes, people emphasised a **holistic view** of how health and general wellbeing can be supported in the Garden Community. People outlined how all aspects of the Garden Community can affect **mental** and **physical wellbeing** and emphasised the links between recreation and inclusivity to mental health. People said they wanted the Garden Community to foster **community spirit and a sense of shared responsibility** among future residents. People also focused on the importance of providing for the needs of all residents and ensuring that the community remains **vibrant**.

When thinking about Community and Social Infrastructure in the Garden Community, our visioning workshops, survey, and postcard from the future participants:

- Wanted all aspects of the Garden Community to support mental and physical wellbeing.
- Felt that interaction with nature and green space was essential for the wellbeing of residents.
- Wanted indoor and outdoor recreational spaces.
- Wanted the Garden Community to be accessible and provide opportunities for all people.
- Wanted to protect existing local infrastructure, particularly health and secondary education provision, from the pressures of increased population.
- Wanted the Garden Community to plan for the challenges of the future.
- Wanted the Garden Community to run community stewardship and development projects alongside the building process.
- Were divided on maintenance fees and how the development should be stewarded.
- Wanted a range of community spaces that cater to different types of groups.
- Felt that the development should foster social interaction.
- Wanted spaces specifically designed for children and young people.
- Felt that the wellbeing of existing residents should be a priority.

When thinking about Community and Social Infrastructure in the Garden Community, our statutory stakeholders, engagement website, and social media participants spoke of:

- The importance of 'community' in a general sense.
- Involving residents within the community in the management of green space (not necessarily 'mown' green space, but wildflower etc too) and developing community cohesion, as well as bringing people together through things like community orchards.
- People talked about how the design of a community can foster interaction.
- The importance of making community facilities within good reach of active travel was mentioned.
- Linked to this, the importance of a community focused layout/design was mentioned.
- The importance of taking a strategic approach to planning things such as sports provision.

What we've done

The Councils agree that the Garden Community should promote health and wellbeing and the draft **Plan** has had regard to the [Healthy New Towns](#) principles. Developing a strong, inclusive community is important and the draft **Plan** requires that a strategy for stewardship is agreed to ensure that open spaces and community assets are managed in perpetuity. Community and social infrastructure covers a wide range of services and facilities and this is reflected in the draft policy, which refers to a range of different uses, the importance of multifunctional facilities and the need for up to date assessments of need. The Councils recognise the importance of interaction with nature and green space. A green infrastructure network will be

provided and biodiversity enhancement measures, including biodiversity net gain are required (see the Nature policy). Green infrastructure has multiple benefits, including encouraging active travel. The Councils have discussed the education and health needs of the Garden Community with the lead authority for education and the local NHS commissioning teams and the policy reflects these discussions.

4. Policy 6: Community and Social Infrastructure

The Garden Community will provide a full range of services and facilities (e.g. schools, community uses, recreation), funded and delivered as part of the new development in a timely manner comparable with the phasing of the new community. The Garden Community will promote wellbeing and a happy, healthy community that is engaged, empowered and socially inclusive. Stewardship will be important to ensure that the new community has a stake in the long-term development and management of the Garden Community.

POLICY 6: COMMUNITY AND SOCIAL INFRASTRUCTURE

The Garden Community will deliver local community services and facilities, including opportunities for joint provision and co-location to provide services which best meet people's needs, are accessible to all and which are multi-purpose and innovative. The community and social infrastructure needs of the Garden Community will be determined in accordance with detailed assessments and strategies, prepared and/or approved in writing by the Councils in partnership with the developer and infrastructure providers having regard to up to date evidenced need, informed by bespoke demographic studies. Phasing of the delivery of community and social infrastructure will be aligned with other aspects of the development to ensure that the needs of the community are met from the outset and that the development meets the principle of 'infrastructure first'.

Part A: Centres

Each of the three neighbourhoods must include at least one district or local centre. All centres must be accessible by a comprehensive sustainable travel network (walking and cycling) and have good access to one or more of the Rapid Transit System halts. All centres must include a diverse range of uses, including, but not limited to, education, retail, community space and a dedicated or flexible space to enable activities to support the wider determinants of health. All centres must include community meeting places, which can provide for a range of community uses and needs. All centres should be designed to meet local, day-to-day needs. Buildings should be designed flexibly to ensure they are resilient to respond to changing needs over time. The upper floors of buildings in centres may be used for residential uses where it can be demonstrated that there will be no harm to residential amenity arising from noise, pollution or other impacts of the ground floor uses. The public realm must be inclusive and create a sense of place, safety, and interaction with nature.

Part B: Community Buildings and Spaces

Multifunctional community buildings and spaces must be provided throughout the Garden Community, including within each of the centres. Community buildings and spaces must be convertible and flexible to accommodate a variety of users, including faith groups, social prescribing activities, community fitness, and play. Community buildings and spaces must be inclusive and accessible to all, including those with mobility and sensory issues. Schools may be an appropriate location for such uses.

Part C: Education and Early Years and Childcare Nurseries

The Garden Community will provide for schools and early years and childcare facilities that are located centrally to the neighbourhoods they serve and away from primary traffic routes. Land and commensurate financial contributions are required for:

1. Up to two new secondary schools each on 7.9 hectares of suitable land allocated for education use.
2. At least five new primary schools, each with a co-located early years and childcare nursery and each on 2.1 hectares of suitable land allocated for education and childcare use.
3. Up to five new 56 place stand-alone early years and childcare nurseries, each on 0.13 hectares of suitable land allocated for education and childcare use.
4. One new 30 place stand-alone early years and childcare nursery on 0.065ha of suitable land allocated for education and childcare use.
5. One new 26 place stand-alone early years and childcare nursery on 0.058ha of suitable land allocated for education and childcare use.

Each of the three neighbourhoods must include at least one primary school and provision for stand-alone early years and childcare nurseries. Each secondary school site should be co-located with a primary school/early years and childcare nursery to provide for the option of an all through school. Additional space must also be provided for co-located Special Educational Needs (SEN) provision and any community uses being delivered by the school. Proposals should have regard to the Essex County Council [‘Developers’ Guide to Infrastructure Contributions’](#) and [‘Garden Communities and Planning School Places’](#) guide.

Vehicle free ‘school zones’ must be provided around schools, with the area around the main pupil entrance entirely traffic free and connected by safe and direct walking and cycling routes to the community/ neighbourhood the school serves. All schools should be well connected to the natural environment to provide the option of providing forest school sessions.

Part D: Sports, Recreation and Open Space

The sports and recreation requirements of the Garden Community, as set out in the Colchester and Tendring Sports, Recreation and Open Space Strategy (2022) or any updates to this Strategy, must be met in full in terms of the typology,

quantity, quality, and location of facilities provided. Opportunities should be taken to deliver multipurpose facilities well integrated into the built environment and well designed in terms of their landscape settings. The Councils will only consider offsite provision where it is well connected to the Garden Community and/or where it will deliver multiple benefits, including benefits to existing communities.

Part E: Health

The Garden Community will create an active environment that promotes health and wellbeing and builds a strong community. The conditions for a healthy community will be provided through the pattern of development, good urban and public realm design, access to local services and facilities, opportunities for local employment, high quality open space and landscape design and safe places for active play, biodiversity and food growing, and which are all accessible by walking, cycling and public transport. Proposals must take account of the [healthy new towns principles](#), the developing integrated neighbourhood model of working, as well as [Sport England's Active Design](#) principles.

Increased healthcare provision to serve the Garden Community will be achieved through the use of flexible space within centres and community buildings, and enhancements to existing facilities, including the wellbeing hub at the University of Essex. This should ensure that the facilities are flexible enough to be used as key assets in responding to the particular needs of the new community.

Proposals must be supported by a Health Impact Assessment (HIA) prepared in accordance with the advice and best practice as published by Public Health England and locally through the Essex Planning Officers' Association HIA Guidance Note, using the most up to date guidance. Any mitigation measures identified in the Health Impact Assessment should be incorporated into the proposed development.

Developers should enter into early conversations with the local NHS commissioning teams (Integrated Care Board post April 2022), the North East Essex Health and Wellbeing Alliance, and other relevant partners to ensure that proposals reflect current health and social care models.

Part F: Stewardship

To help establish a strong community, arrangements for the sustainable long-term governance and stewardship of community assets must be agreed prior to the approval of any planning permissions related to the site (with the exception of those applications related to the provision of the A120-A133 Link Road or RTS). Provision will also need to be made and agreed to ensure Community Development Workers are employed to oversee the governance and stewardship. The preferred solution for community governance will need to be determined before the first planning consent is granted.

Developer contributions will be required to fund the initial set up and running costs, including staff, premises, and equipment costs. This support will need to be

provided for a minimum of 10 years from occupation of the first home or until community funding and stewardship has been established.

Part G: Planning Application Expectations

1. Proposals for the development of the Garden Community must include planning obligations enabling the phased delivery of community and social infrastructure.
2. Proposals must include a Phasing and Implementation Strategy, which explains how the rate of development will be linked to the provision of the necessary social, physical, and environmental infrastructure. This must be based on the latest evidence from infrastructure providers, statutory bodies and governing bodies and will include the employment of community development workers.
3. Proposals must be supported by bespoke demographic studies commissioned by the developer to provide a consistent evidence base for the planning of all social and community infrastructure.
4. Proposals must be supported by a Health Impact Assessment, prepared in accordance with the latest advice and best practice.
5. Proposals must be supported by a Healthy Living and Play Strategy. This Strategy should demonstrate how the development will be designed to encourage active lifestyles, independence, and wellbeing, through the provision of sites, facilities, and informal opportunities for people to play, socialise, play sport, keep fit and have fun.
6. A detailed strategy, supported by a business case, will need to be prepared and agreed in writing with the Councils which will need to establish the scope of the stewardship and community governance arrangements, how it will evolve and develop over time, and the long-term financial sustainability of the model. This strategy will need to show how the arrangements proposed would successfully interact with and work alongside existing town/parish councils.
7. Proposals should explain how information on a range of issues will be passed on to future residents, this could be by digital means such as a dedicated app developed for the Garden Community.

5. Justification

The Garden Community will be underpinned by a package of community and social infrastructure that is based on up-to-date evidence of need, to enable residents to meet the majority of their day-to-day needs. The Garden Community is an opportunity to explore, with service providers, new ways to provide and deliver the education, health and other community and social infrastructure needed to support the new community, and the Councils have worked with service providers throughout the production of the draft **Plan**.

Community and social infrastructure covers a wide range of facilities, such as health; education; sports, recreation and greenspace; places of worship; community halls; public houses and cultural infrastructure. Green infrastructure is another important element of community and social infrastructure and requirements for this are included in the Nature policy.

Infrastructure first is a Garden Community principle. The policy is clear that necessary community and social infrastructure will be provided but is flexible enough to respond to changing approaches to service provision as the Garden Community develops over time.

The provision of a centre within each of the neighbourhoods will provide residents with access to services and facilities, reducing the need to travel and contributing to the creation of 'walkable neighbourhoods'. Social interaction will be promoted through a mix of uses and layouts that allow for easy pedestrian and cycle connections. This policy plans positively for the provision and use of shared space, multifunctional community facilities and other local services.

The availability of good quality schools is consistently ranked as amongst the most important indicators of a high quality of life. Schools will be an important part of the Garden Community and it is key that the size and location of each is carefully considered as part of the masterplanning process.

The scale of the Garden Community will require the provision of new education facilities that are comparable with the total number of homes built and the housing mix delivered. Garden Communities by their nature are unique developments and the precise level and pattern of demand for school places may differ from the norm that has been observed on other developments. Therefore, it is important that the planning of new schools is informed from the outset by bespoke demographic studies commissioned by the developer to provide a consistent evidence base for the planning of all social and community infrastructure.

Essex County Council's 'Garden Communities and Planning School Places' guidance document and the '[Developers' Guide to Infrastructure Contributions](#)' provide detail on school and early years and childcare requirements and specifically new schools serving new Garden Communities in Essex. The Department for Education have published guidance, titled '[Education Provision in Garden Communities](#)', which should also be read in conjunction with these documents. There is an expectation that school buildings will be carbon positive, deliver exemplar learning environments and generate low lifetime costs.

[Healthy new towns principles](#) and Sport England's [Active Design principles](#) have been incorporated throughout this draft **Plan**. The policy explains the conditions for a healthy community will be provided through the pattern of development and good quality placemaking and design. Green infrastructure, sports facilities, local shops, allotments, and layouts that encourage walking and cycling are all important for healthy lifestyles, and these are incorporated into the policies of this draft **Plan**. To ensure proposals plan positively and address the determinants of health from the outset, proposals will be required to carry out a Health Impact Assessment (HIA). The purpose of the HIA is to identify opportunities for positive health impacts and potential negative impacts and how they might be mitigated. The conclusions and recommendations of the HIA will need to be incorporated into proposals.

New community and social infrastructure, including open spaces, need to be managed and maintained in perpetuity. Stewardship is the term for the long-term

management of an asset, it means ensuring that the asset is properly looked after in perpetuity. For the Garden Community, the Councils consider that stewardship also includes the development of the community as a friendly, inclusive, happy, and healthy community where residents interact.

There are numerous stewardship models and types of stewardship bodies, and it is important for the long-term development of the Garden Community that stewardship is considered early on. The Section 1 Local Plan includes policy requirements to establish long term governance and stewardship arrangements for community assets, including the provision of community support workers for a minimum of 10 years. Whilst a preferred stewardship model has not yet been established, the draft **Plan** takes this policy requirement a step further by requiring a strategy for stewardship for the whole Garden Community to be agreed prior to granting any planning consent and funding of this to be secured through the s106 agreement.

6. Alternative approaches

The Councils have considered the following alternative to this policy:

Alternative 1: No policy in the **Plan** and reliance on the requirements of the Section 1 Plan, which are summarised at the beginning of this chapter.

The Councils have rejected alternative 1 as the draft **Plan** is an opportunity to add further detail to the policy requirements in the Section 1 Plan and include policy that reflects discussions with statutory consultees, including the lead authority for education and local NHS commissioning teams.

7. Question

Do you support the emerging policy on **Community and Social Infrastructure**?
Some issues you may wish to consider are:

- Are there any other community and social infrastructure assets that should be specifically listed in the policy? If so what and why?
- What sports facilities do you think are needed in the Garden Community?
- Are there any elements of the draft policy that should be covered by a design code?

You can provide your feedback online **by following this link** [Creating a Place for Life \(tcbgardencommunity.co.uk\)](https://tcbgardencommunity.co.uk). Alternatively, you can email tcbgardencommunity@colchester.gov.uk or planning.policy@tendringdc.gov.uk, or write to **Freepost TCBGC**. When writing or emailing, please make sure you include your name and contact details and that you respond by the consultation closing date.

CHAPTER 7: MOVEMENT AND CONNECTIONS

THE GARDEN COMMUNITY WILL BE STRUCTURED AROUND A DENSE NETWORK OF TRAFFIC-FREE WALK AND CYCLE ROUTES WITH RAPID PUBLIC TRANSIT PRIORITISED AND SUPPORTED BY A RANGE OF INNOVATIVE MOBILITY MEASURES. THIS WILL ENSURE DAY TO DAY TRIPS ARE SHORTER, QUICKER AND CHEAPER WITHOUT A CAR.

This chapter sets out the policy expectations in relation to Movement and Connections. The key objectives and principles for the Garden Community are to ensure neighbourhoods are walkable, low traffic and livable, where residents can access most of their daily needs within a 15 minute walk or bike ride from their home. The Garden Community will be designed and built in a way that reduces the need to travel, especially by car, and enables new ways of working and service delivery that supports remote working and digital solutions.

1. Section 1 Local Plan

In respect of the topics covered under the theme of Movement and Connections, some of the main requirements expected to be covered in this **Plan**, as set out in the policies of the adopted Section 1 Local Plan, include:

- details of the design and delivery of the A120-A133 Link Road and the Rapid Transit System (RTS) and how they will be integrated as part of the Garden Community;
- delivery of the supporting transport infrastructure for the Garden Community;
- measures for sustainable transport provision and targets for 'modal share' – i.e. aiming to change travel behaviour to reduce car use and maximise walking, cycling and use of public transit;
- measures for ensuring sustainable transport measures are provided early, from the very first occupation of homes at the Garden Community;
- the network of footpaths, cycleways and bridleways to enhance accessibility within the site and to the adjoining areas – including the University, Hythe station and Colchester Town Centre;
- innovative strategies for the management of private car use and parking, including the promotion of car clubs and car sharing, and the provision of electric car charging points;
- parking facilities that can be adapted if levels of private car ownership fall;
- park and ride facilities and other effective integrated measures to lessen the transport impacts of the proposed development on the strategic and local road network;
- measures for delivering reliable high speed/ultrafast broadband at all new and existing property; and
- longer term transport interventions designed to minimise the impacts on the strategic and local transport network and that fully lessen any environmental or traffic impacts arising from the development.

2. Principles

A PLACE WHERE PEOPLE HAVE PRIORITY

The starting point for the design of the Garden Community will be a network of people-focused streets and traffic-free routes that ensure it is quicker to walk, cycle and scoot than use the car. The streets will be for play and enjoyment first, with traffic and deliveries carefully managed such that the streets are seen as a key setting for community life. While the Garden Community will not design out the car it will purposefully be planned for a different future where reduced private ownership and shared modes are efficient, safe and cheaper. While access will be possible to every house by car, the design of the streets will mean that cars will move slowly and be understood as guests in the streetscape. The streets will be designed such that parking spaces, car parks and car courts can be repurposed as community spaces as car ownership falls in the future.

A PLACE WITH RAPID, EFFICIENT AND COST EFFECTIVE PUBLIC TRANSPORT

A new Rapid Transit network will link the Garden Community to the wider area on high quality vehicles, operating at high frequencies and offering faster journey times to key destinations than by other means such as the private car. This will make Rapid Transit the first choice for trips into Colchester and beyond. This will be a huge benefit for existing communities and for those travelling in to use the Park and Choose site, making the area even more attractive as a place to live, work, play and visit.

A PLACE WHERE ACTIVE AND SUSTAINABLE TRAVEL IS THE NATURAL CHOICE

Journeys will be different. The streets will be designed for people not cars, while dedicated traffic-free links will make walking, cycling and shared transport the natural choice for most trips – whether this may be going to work, dropping the kids off at school on the way or meeting friends at the weekend. It will be more direct, quicker and cheaper to travel by active and sustainable modes and therefore there will be less need to own a car.

A CONNECTED PLACE

The Garden Community will have excellent strategic connections to Colchester, Tendring and beyond. Locally the Garden Community will be seamlessly connected with local destinations such as the University and residents will find it easy to connect to neighbours, both on- and off-site.

3. Engagement Feedback

What we heard

Feedback from our engagement processes included a push towards **renewable energy and alternative transport** and support for the provision of electric vehicle charging points. There were divided views on the overall approach the Garden Community should take to cars, but a recognition of the importance of car access

across the Garden Community for delivery access, maintenance and tradespeople, the emergency services, and for people with disabilities.

Feedback was that localised **green public transport should be at the heart** of transportation planning within the Garden Community and the Garden Community should encourage alternative forms of transport, such as **bicycles and e-scooters**. Most people agreed that the development should focus on ensuring that people want to use public transport, rather than discouraging car use. Some people felt that this means public transport should be affordable and accessible, at least as convenient as using the car and cheaper overall.

Some people said the **Rapid Transit System (RTS) should exceed expectations**. A few people felt that the RTS proposal was unclear and did not feel that the language used to describe what it offered was intuitive.

When thinking about Movement and Connections in the Garden Community, our visioning workshops, survey, and postcard from the future participants:

- Were divided over car-related infrastructure.
- Agreed on the need for electric vehicle charging points.
- Felt that the focus should be on providing high quality public transport.
- Wanted public transport to be green and attractive.
- Wanted public and all other forms of transport to work together.
- Wanted easy storage of alternative vehicles.
- Felt that cars should be separated from cyclists and pedestrians.
- Wanted easy access to amenities.
- Were concerned about the impact of population increases on traffic.

When thinking about Movement and Connections in the Garden Community, our statutory stakeholders workshops, engagement website, and social media participants spoke of:

- The importance of the Garden Community being walkable, cyclable and promoting active travel generally.
- The importance of linking the Garden Community to other walking and cycling networks; jobs; and particularly to day-to-day amenities.
- The importance of making travel choices clear and how the design of the community would help this.
- People talked about the need for early and quality public transport.
- Some people acknowledged that car ownership wasn't necessarily the focus, but car *use*.
- A few people talked specifically about making provision for the car.

What we've done

The Councils agree that the Garden Community should provide high quality, sustainable connections and environments that make walking, cycling and public transport the most attractive method of travel. The draft policy covers a wide range

of transportation topics, including active and healthy travel, public transport, parking, electric vehicle charging and the Rapid Transit System.

4. Policy 7: Movement and Connections

Taking forward the requirements of the Section 1 Local Plan and taking into account the views of local people and other stakeholders, Policy 7 sets out the Councils' expectation for the Garden Community to be walkable, low traffic and livable.

Policy 7. Movement and Connections

Part A: Vision and Design Approach

A place-based approach to achieving net zero carbon transport by 2050 for the Garden Community will be taken that focuses on creating better places and healthier, happier, more resilient communities. The Garden Community will be designed with active travel and the high frequency public transport RTS route at its core, with this being the starting point of both the Strategic Masterplan, the Neighbourhood Masterplans and the design of all neighbourhoods.

The Garden Community will:

1. Provide high quality sustainable connections and environments that make walking, cycling and public transport the most attractive method of travel by ensuring they are more pleasant, direct, and quicker than travelling by car.
2. Prioritise movement within the site for sustainable modes making walking, cycling and public transport the mode of choice for travel around the Garden Community by providing dedicated movement corridors where segregation from general traffic is the default.
3. Ensure the design creates permeable neighbourhoods for walking, cycling and public transport, with excellent connections to key destinations within and beyond the Garden Community, taking into account opportunities for future potential connections.
4. Comply with modal split targets (the number of trips by walking, cycling, public transport and private vehicle) that will be agreed by the Councils.
5. Ensure all active travel movement corridors and transport infrastructure hubs are designed with ecology and green infrastructure in mind.
6. Ensure all movement corridors are safe and accessible to all, with convenient, direct, inclusive routes that are well-lit with natural surveillance.
7. Integrate the design of any new road infrastructure, including the 120-A133 Link Road, to reduce severance.
8. Provide and fund improvements in local transport infrastructure where it is necessary and appropriate to do so.

Each neighbourhood will have a range of amenities and services such as education, community and leisure facilities, and shops all being accessible by active modes in accordance with walkable 15-minute neighbourhoods best practice guidance. Most importantly there will be provision for jobs and employment and convenient access to employment opportunities in neighbouring areas by active modes.

Proposals for the development of the Garden Community will include a planning obligation enabling the phased delivery of publicly provided transport infrastructure of a high standard of design, with the provision of key infrastructure for early phases of development to ensure sustainable travel patterns from first occupation.

Part B: Active and Healthy Travel

The Garden Community will be planned around a network of walking and cycling routes where dedicated traffic free links will make walking and cycling the natural choice for day-to-day trips, encouraging sustainable travel, and supporting healthy and active lifestyles.

The street and public realm design process will be designed around a modal or user hierarchy with pedestrians at the top of the hierarchy and considered first. Routes and streets will be designed as part of attractive spaces in accordance with the strategic and neighbourhood masterplans and design codes, so that people want to use them.

Proposals must demonstrate how the development contributes to the ease and prioritisation of active travel through all parts of the site. This will include:

- How the design and layout results in an attractive network of walking and cycling routes that are accessible, logical, convenient, safe, and secure with most homes within 400m of a traffic-free route.
- How walking and cycling infrastructure has been designed to ensure that it is inclusive, ensuring that people of all abilities can safely walk and cycle.
- Whether any cycling infrastructure is designed in accordance with the latest best practice (i.e. [LTN1/20](#) or subsequent updated guidance).
- How the design and layout is accessible, illustrating where safe, direct connections are being made both within the Garden Community, and how they link with the wider network of pedestrian and cycle routes and to key external destinations (such as the University, Colchester town centre and railway stations) and transport interchanges.
- How connections are being made to the existing Public Rights of Way (PRoW) and green infrastructure network, and how existing routes will be retained, preserved, and enhanced.
- How the design of the street and public realm will ensure that vehicle speeds and inappropriate parking are limited and easy to manage.
- How active travel routes and associated infrastructure hubs are designed as green corridors incorporating street trees, linear SuDS features, wildlife verges and other features as appropriate.
- Specific pedestrian and cycle routes that must be considered and identified with direct connections to the Garden Community with appropriate wayfinding and signage, and where contributions to improvements will be sought (but not limited to) include:
 - Direct link to Knowledge Gateway/University along north side of Clingoe Hill;
 - Enhanced connectivity to Colchester town centre including improvements to shared route between Hythe Station and central Colchester and improvements to Elmstead Road/Greenstead Road;
 - Cycle links to St Johns Road and Ipswich Road;

- Links to routes in the Colchester Local Cycling and Walking Infrastructure Plan;
- Colchester Orbital enhancements to settings, surfacing and way-marking where appropriate, and links to and from it;
- Direct connectivity between the Park and Choose site and the pedestrian/cycle network to facilitate high quality links to the above-mentioned destinations, as well as key destinations within the Garden Community;
- Creation of links to Garden Community green spaces, as well as existing local provisions;
- Footway and cycleway along the A120-A133 Link Road;
- European Cycle Routes [EV2](#) and [EV12](#);
- National Cycle Route 1.

Proposals must follow the [Building for a Healthy Life](#) process when designing the public realm and streets and undergo a Building for a Healthy Life/Streets for a Healthy Life review. The proposals must not secure any “red” lights and there should be minimal “amber” lights in the review outcome otherwise changes to the design will be required.

The Garden Community street design and layout proposals must be in accordance with the updated [Manual for Streets](#) document and the [Essex Design Guide](#) unless otherwise agreed with the Highway Authority.

The public realm around key destinations and trip attractors within the Garden Community such as centres, mobility hubs, schools and leisure facilities will be designed so that access for general traffic is restricted, and pedestrians and cyclists have clear priority at most times. Where necessary there will be drop off/pick up zones, and access for freight, servicing and operational vehicles will be allowed at certain times.

All new schools within the Garden Community will be designed and built, in accordance with the latest School Streets Guidance in the Essex Design Guide with vehicular traffic access restricted around the vicinity of the school entrances. The area around the main pupil entrance must be entirely traffic free and connected by safe and direct walking and cycling routes to the neighbourhood the school serves.

Part C: Public Transport

C1: Public Transport Strategy

Proposals must demonstrate how the development contributes to:

- Ensuring public transport is a convenient and fast way of moving within the Garden Community and to access destinations further afield, such as Colchester town centre;
- Safeguarding of public transport routes and development of the Rapid Transit System (RTS) route through the Garden Community;

- The provision of high-quality transit stations or stops as part of the development proposal, ensuring that all residential dwellings and employment sites will be within 400 metres of a bus stop or RTS halt;
- Quality pedestrian and cycle routes linking to the RTS halts from the centres of the proposed development;
- Coordination and integration with the RTS Strategy for the Garden Community; and
- Ensuring that there is a convenient and high frequency bus service operating that is aligned with the first phase of the Garden Community which will need to be funded by the developer.

Where there are on-street bus routes away from the RTS corridor, buses will be given priority over general traffic through traffic management measures such as bus gates, bus lanes and bus only roads.

Roads and streets within the development, where bus routes are planned, must be designed and built to accommodate the efficient and smooth running of buses where inconsiderate parking or loading will not result in delays to services.

Provision and specification of bus stops/RTS halts along the key bus routes/RTS corridor must have regard to the Essex Bus Stop Guidance/Essex Design Guide with shelters, seating and real-time digital information displays if deemed necessary by the Highway and Transport Authority. Additionally, stops should include consideration for the provision of secure storage of active travel modes (i.e. cycle/scooter parking).

Development proposals must identify adequate land and space for the construction of public transport stops and hubs.

C2: Rapid Transit System (RTS) and Strategy

The Rapid Transit route will be constructed on a safeguarded alignment through the core of the Garden Community with the majority of the route dedicated to RTS buses/vehicles only. The RTS will need to provide a link to each centre directly on (largely) general traffic-free routes.

The RTS will be highly visible, serving residents of the Garden Community and beyond, and will be served by high quality stations or stops/halts situated to maximise accessibility (including parking provisions for safe/secure/covered storage of cycles/scooters). The halts should be an important component of centres and land/space needs to be identified and safeguarded for these stops and associated interchange and mobility hubs within development proposals. The design of the RTS routes, halts and associated infrastructure will comply with the design code for sustainable transport corridors in the strategic and neighbourhood design codes and adequate land needs to be safeguarded to accommodate the infrastructure.

Construction of the RTS and associated infrastructure needs to be delivered up front and align with the build out of the Garden Community. It should be ready for operation during the early phases of the development to influence sustainable

travel behaviour and embed the use of the system. The RTS services will need to be subsidised until the route becomes financially sustainable and commercially viable.

C3: Electric / Zero Emission Buses

Proposals will need to enable and/or provide adequate refuelling or charging facilities for buses and RTS vehicles. This might be in the form of rapid electric vehicle charging points or hydrogen fuelling stations at the Park and Choose sites or may be overhead charging poles at bus and RTS stops. The final decision must be agreed and approved with the Highway and Transport Authority.

C4: Taxis – Electric Vehicle charging ranks

Any Taxi Ranks located at sites such as centres or Park and Choose sites must have dedicated rapid electric vehicle charging points or similar technology installed adjacent to the rank.

C5: Park and Choose

The RTS will provide and support new Park and Choose facilities. These facilities are similar to Mobility Hubs, but on a larger scale with associated car parking. This will provide:

- high quality storage and provisions for the 'choose' modes of travel (both hire and privately owned);
- appropriate facilities for patrons, site staff and drivers;
- a building in a prominent position that can host a cycle and micro-mobility workshop, storage, information, and retail space for an operation centre for bike/scooter (etc) hire/support/repair/shop;
- appropriate power supplies/provisions to provide electric power charging for cars at the site and also the fleet of RTS vehicles, delivery vehicles and other modes (e-bikes, e-scooters, etc);
- provide ticketing and service information (including high-quality broadband network connection);
- space for a RTS operations room with a view to creating a central hub from which automated vehicles can be managed;
- space for RTS vehicle parking for reserve vehicles, cleaning and inspections, and parking whilst drivers are on breaks and change overs should be included;
- space to act as a transportation interchange hub for other bus services to support and reduce traffic movements within the wider Garden Community (i.e. school 'park and stride' drop off provisions, etc);
- car parking provisions (i.e. traditional Park and Ride facility) where the number of spaces will be agreed with the Highway Authority;
- Space to provide a delivery hub drop off area to facilitate an e-cargo bike last mile delivery service for the Garden Community and university.

Proposals should give consideration to the provision of a Park and Choose facility at an early phase, potentially as an interim facility until the RTS route is fully delivered and a permanent location becomes operational.

Part D: Parking

D1: Vehicle Parking

A Tendring Colchester Borders Garden Community Parking Guidance or design code will be developed by the Councils and all new development will be required to take account of the standards and the design requirements set out within these standards.

The following principles of parking for the Garden Community must be followed:

- Parking must not compromise placemaking, it must be accommodated in a variety of ways that facilitate walkable neighbourhoods, high quality public realm and active travel.
- The scale, location, pricing, amount, and type of parking must be considered as a whole across the Garden Community with the intention of facilitating the overall active travel mode share targets and related to public transport accessibility. Car free and car limited development will correspond to the density of development.
- The design, location and amount of parking must ensure that there is no resulting overspill and inappropriate parking on-street which negatively impacts on:
 - pedestrian and cyclist movement
 - road safety
 - emergency access
 - disabled access
 - delays and journey time impacts for buses and RTS
 - deliveries, servicing, and waste management access requirements
 - congestion and delays to general traffic
 - crime and personal security.
- The development must achieve the right balance between allocated and unallocated parking spaces with a set percentage of this being in remote (off plot) locations dependent upon the density of the neighbourhood.
- There should be a zonal approach to parking provision across the development dependent upon accessibility of the location to public transport and services, density of housing, proximity to commercial and employment land uses and overall anticipated demand for parking.
- Areas within the Garden Community should be designed to allow parking spaces, car parks and parking courts that can be repurposed as community spaces, should car ownership fall in the future.
- Provision of parking for people with disabilities and with mobility impairments must ensure there is fair and equitable access to all residential dwellings and other land uses across the Garden Community.
- Safe and secure parking for motorcycles and two powered wheeler vehicles must be provided where appropriate and reasonable.

D2: Electric Vehicle Charging Infrastructure and Standards

Provision for electric charging points should be provided for all proposed car parking spaces, associated within residential development proposals as set out in

the latest government guidance and standards. Where passive charging (the network of cables and power supply necessary so that at a future date a socket can be added easily) provision is proposed, this will still require the installation of all necessary infrastructure such as cabling, power grid capacity and supply to allow for the simple and efficient retrofit of a parking spaces anywhere in the development with additional electric vehicle charging points. Creative solutions will be encouraged where significant proportions of parking is off-plot. Provision for parking at non-residential and commercial land uses will be in accordance with latest government guidance and standards.

D3: Cycle Parking

Cycle parking must be provided at new homes, short stay destinations (such as shops and cafes), and long-stay destinations (such as work and education and transport interchanges and mobility hubs). Dedicated covered and secure cycle storage should be located in prominent and accessible locations as part of the design of new homes. Cycle parking at destinations should be easily accessible, prominent, safe, conveniently located, covered and secure.

Proposals will be required to take account of the standards set out in the Garden Community Parking Standards and any associated cycle parking design guidance referred to in the document. All proposals must demonstrate:

- The location, amount and type of cycle parking including security measures, form of shelter and access;
- How provision for cycle parking has taken account of all types of cycle and cycle user;
- How cycle parking has been designed to ensure it is clearly marked, overlooked, well-lit and integrated into the built environment;
- Both on-plot and off-plot cycle parking must be designed and delivered in accordance with [LTN1/20](#), any Garden Community Cycle Parking Design Guidance or the latest best practice guidance document;
- Places of employment must provide suitable and separate shower facilities, clothes drying facilities and lockers for employees that intend to cycle to work.

Part E: Travel Demand Management

The infrastructure identified to ensure that active and sustainable modes are the most attractive and convenient modes of travel within, and to and from the Garden Community, will be supported by a number of Travel Demand Management measures.

E1: Freight and Servicing

An Essex Garden Community Freight and Servicing Guide will be developed by the Councils, and all new development will be required to take account of the requirements set out within this document.

The Garden Community development proposals must include a Freight Management Strategy for approval which has regard to the adoption and implementation of the following methods to manage urban logistics:

- neighbourhood delivery and servicing hubs
- micro-consolidation centres
- e-cargo bike delivery schemes for last mile' deliveries for business and residential areas
- promotion of cargo-bikes to residents
- Freight & Servicing Plans for high trip generating sites.

E2: Travel Plans

Proposals will be required to take account of the necessary processes, measures and monitoring set out within the Travel Planning Guidance document for the Garden Community.

The Travel Plan will need to identify and deliver the sustainable transport interventions, behaviour changes and travel planning mechanisms required to ensure the development becomes net zero carbon transport and how they can be measured.

Proposals should include appointment of a Travel Plan Co-ordinator. For employment proposals, the Travel Plan Co-Ordinator will be expected to provide assistance with business travel planning. Suitable digital travel information should be made available to all residents and occupiers across the site and keep up to date details of all active and sustainable travel information.

E3: Car Club

Proposals will be expected to contribute towards the start-up and operation of a car club across the Garden Community for a period of at least five years or until the operation becomes financial self-sustaining. This will include financial contribution through planning agreement/S106, provision of car club spaces where required, and promotion of the car club and free membership credit for all residents. All car club bays must have dedicated electric vehicle charging facilities. The car club should be used to reduce parking levels and facilitate car-free homes in certain locations.

E4: Mobility and Micro-mobility Hubs

Mobility hubs will be located at centres, public transport interchange locations and Park and Choose sites across the Garden Community ensuring there is a comprehensive hub and spoke network of sites across the development. This will allow for smooth and efficient interchange between public transport, shared transport services and micro-mobility modes such as e-scooters and e-bikes. All residential dwellings and employment sites should be within 800 metres of a mobility hub. Mobility hubs should be considered from the start of the design process, ensuring that they are attractive and complement the aesthetics of the public realm and street environment.

All proposals will be expected to fund the establishment of a bike/e-bike/e-scooter (micro-mobility) hire scheme in the Garden Community with the provision of docking stations located at Park & Choose sites, mobility hubs and micro-mobility hubs (docking stations) that are located at a distance of 400 metres radii across the site.

Part F: A120-A133 Link Road Connectivity

The Garden Community will be designed to integrate with the A120-A133 Link Road, particularly measures outlined in the approved planning application which maintain and promote walking, cycling and horse-riding connectivity throughout the site, including the shared footway/cycleway that will be provided along the western side of the road.

Part G: Monitoring, Management and Delivery

The modal share targets will be actively monitored throughout the phasing of the development and upon full occupation via the Garden Community Travel Plan. This Travel Plan document will be developed in accordance with the latest best practice guidance. Both internal and external mode splits will be measured and monitored, and robust management and oversight will be activated to ensure the targets are met.

The location, method, equipment, and reporting mechanisms used to undertake the monitoring will be agreed and approved by the Councils and the Highway Authority.

Resident and visitor perception surveys will be undertaken to assess levels of active travel, happiness, health, community cohesion and satisfaction with movement and transport in the Garden Community.

Permission for latter phases of development may not be given if modal split targets for early phases are not being met.

Part H: Planning Application Expectations

Any planning permission granted for the development of the Garden Community will include planning obligations enabling the phased delivery of transport infrastructure. Some of these have been detailed above. Notably, any planning permission granted for the development of the Garden Community will include a planning obligation enabling the phased delivery of publicly provided transport infrastructure of a high standard of design, with the provision of key infrastructure for early phases of development to ensure sustainable travel patterns from first occupation.

The following must be prepared and approved in writing by the Councils prior to determining any planning application for development of the site:

1. A Transport Assessment demonstrating how the development will encourage active and sustainable transport. Measures to mitigate traffic impacts should be

incorporated into the proposed development. The Transport Assessment should have regard to the principles of 'Predict and Provide' and must include a carbon assessment of transport related impacts of the development including the construction phase of the development. The Transport Assessment must include a Construction Logistics and Traffic Management Strategy that has regard to the latest best practice guidance and a copy of the results of the Healthy Streets for Life Assessment.

2. A Public Transport Strategy detailing all aspects of how public transport will be designed, delivered, funded, and operated within the Garden Community for a period of at least 20 years. This document will cover all elements of bus and public transport services including such things as vehicle specifications, route timetables, service frequencies as well as all associated infrastructure such as bus stops, bus priority and RTS interventions. This document will be submitted for agreement with the Highway and Transport Authority for the area at the time of the planning application submission.
3. A Parking Strategy and Management Plan in accordance with the Parking Guidance published by the Councils setting out how parking within the development will be allocated, managed, monitored and enforced over the lifetime of the development. It will detail the criteria for introducing parking restrictions and controls as well as charging for parking if there is a need to manage inconsiderate parking or excessive demand or to meet the mode share targets
4. A Freight Management Strategy setting out how freight and servicing will be managed and mitigated within the development.
5. A Travel Plan linked to phasing of the development to cover the following:
 - Details of the active travel measures available and how these will be promoted to residents, employees and/or visitors to the Garden Community;
 - Details of public transport available including offers and discounts on public transport and how these will be promoted to residents, employees and/or visitors to the Garden Community;
 - Details of the Garden Community car club, car sharing and other sustainable travel schemes and how this will be promoted to residents, employees and/or visitors to the Garden Community;
 - An Action Plan that contains specific actions with timescales;
 - Commitment to ongoing travel surveys including details of how they will be funded on an ongoing basis and how the data will be reported; and
 - Targets which are monitored and submitted for approval and review by the Councils annually from the outset.
6. A Mobility Hubs Strategy outlining the location of the mobility hubs and the mobility services and facilities provided at each hub. It will also include information on how the hubs will be managed, maintained, and operated throughout the lifetime of the development.
7. A Micro-mobility Management Strategy setting out details of ongoing operation, maintenance and management of the bike/e-bike/e-scooter hire scheme across

the development. The scheme will need to be integrated with and complement any current or future scheme within the existing Colchester urban area.

5. Justification

The design of the Garden Community and its neighbourhoods will have a significant impact on the travel choices residents will make both within the community and beyond. Following the publication of the [UK Net Zero Carbon Strategy and Transport Decarbonisation Plan](#) the Garden Community will need to ensure it contributes to meeting the UK targets.¹ Transport is the largest contributor to the UK's greenhouse gas emissions. While emissions from other sectors have fallen dramatically since 1990, those from transport have reduced by under 3%. In an average local authority, transport is responsible for 35.5% of all emissions, with the sector remaining 98% reliant on fossil fuels. For this reason, the carbon emission implications from transport associated with the Garden Community must be considered and will influence the design of the development and the transport policies in this **Plan** and any masterplan and design code.

Current and developing national, regional, county and borough/district transport policies are aligning on three key principles to determine the best tools for achieving net zero carbon transport and successful places, they are:

- Reduce the need to travel;
- Shift to active modes; and
- decarbonise residual travel/switch to zero emission fuels

The design and planning of the Garden Community and the neighbourhoods within it will ensure that there is a diversity of communities within reasonable walking distance of local facilities, services, employment, and fresh food. The result is that the need to make external trips outside the neighbourhood is reduced and the internalisation of trips by active modes is maximised.

The core principles of the walkable 15 minute neighbourhood are:

- Every neighbourhood has access to essential services and retail – with emphasis on fresh food and healthcare – within a 15-20-minute walk or cycle.
- Every neighbourhood has varied housing types, levels of affordability, and availability such that people can live nearby where they work.
- Retail, offices, co-working spaces and hospitality are spread throughout areas, people can work close to home and/or work from home.
- High environmental quality, availability of green spaces and clean air.

The Garden Community neighbourhoods and streets must be designed to ensure that pedestrian and cycle movements are prioritised through a network of attractive, low speed, low-traffic walkable neighbourhoods in which through access for the majority of vehicles is minimised and designed out. This will ensure that it is always

¹ <https://www.essex.gov.uk/climate-action>

quicker and more convenient to travel between two points in the community by active modes, rather than by car.

Proposals must be designed around the needs of people walking and cycling to facilitate safe and direct active travel journeys. Routes should be designed in line with walkable 15 minute neighbourhood, Gear Change and Building for a Healthy Life (Streets for a Healthy Life)¹ principles, so that they are:

- coherent (legible and clearly signposted)
- direct
- safe (appropriately lit; good sightlines; overlooked)
- convenient
- accessible.

It is important that cycling infrastructure can accommodate the full range of cycles available to ensure routes are accessible to all cyclists (i.e. trikes and cargo bikes), and designed and built in accordance with [LTN1/20](#) (or subsequent updated guidance documentation). Cycle routes should have a minimum width of 2m or 3m for two-way tracks. Where a route is also used by pedestrians, separate facilities should be provided for pedestrian and cycle movements.

A Rapid Transit System (RTS) will be in place to connect the Garden Community with the University of Essex, Colchester Town Centre, Colchester Railway Stations, Colchester Hospital, Community Stadium, Colchester Sports Park and the existing Park and Ride site in north Colchester. This will provide a high frequency, efficient public transport system with priority over general traffic within the Garden Community. The route, which will run alongside the A133 Clingoe Hill via the Knowledge Gateway, will link into the Garden Community. The final route will be confirmed with the Councils and agreed through the strategic masterplan.

A key feature of the RTS is the incorporation of Park and Choose facilities (P&C), provision of which is included in plans for the Garden Community. The concept for P&C is to be developed as part of, and support, the RTS being delivered. P&C extends the concept of park and ride to include choice and work as a central hub for other modes. Principally this will be cycle or electric cycle hire but in time could be extended to electric scooters, e-cargo, etc. It can also provide space for drivers to store their own bicycles. Providing choice could appeal particularly to nearby potential users travelling to the University of Essex, but also to those travelling to destinations in Colchester further away from RTS halts and interchanges.

The P&C should include space for a RTS operations room with a view to creating a central hub from which automated vehicles can be managed. Given RTS vehicles are expected to be electric, although alternative fuels such as hydrogen cells could be considered, space for charging or refueling of vehicles should be included. It would be expected that significant repairs to vehicles would be carried out elsewhere. However, space for RTS vehicle parking for reserve vehicles, cleaning and inspections, and parking whilst drivers are on breaks and change overs should be included. The design of the site (and wider TCBGC RTS network) should also reflect the use of this type/length of vehicle.

The Garden Community will be designed to make active and sustainable modes of transport favourable for journeys within, to and from the Garden Community. In turn, this helps achieve ambitious modal share targets for all journeys within, to and from the Garden Community. The agreed Modal Split Target for different locations and phases of the Garden Community will be agreed as the proposals develop, however the starting point for all discussions should be the ambitious mode shares set out in the [North Essex Movement and Access Study \(2017\)](#). To support proposals that make walking, cycling and public transport the most attractive method of travel within, to and from the Garden Community, it will be designed as a place where the car does not dominate. The parking strategy for the development will play a key role in determining overall car usage, and adequate parking provision in all instances will be required.

Cycle parking is integral to the cycle network and to the wider public transport systems. The availability of secure cycle parking at home, the end of the trip or at an interchange point has a significant influence on cycle use.

Vehicle trips and traffic generated by deliveries, freight and servicing are likely to be a significant proportion of overall movements in the Garden Community. These types of movements have increased over the past decade and continued to increase in the period since the Covid pandemic due to higher volumes of online shopping. These journey types are difficult to switch to active and sustainable modes but will need to be managed creatively through neighbourhood delivery and servicing hubs and other measures detailed in a freight and servicing plan.

As part of a package of 'mitigation' measures, Travel Planning is a key tool in helping to manage transport impacts and help achieve carbon reduction objectives. Moving to a new house is recognised as being a key life event and there is evidence to show that with the right behaviour change interventions at this time can be an ideal trigger to get that individual to consider their carbon emissions and rethink the way they travel and live.

The mobility hubs will be complemented by smaller scale micro-mobility hubs located at focal points in residential neighbourhoods and employment areas. All residential dwellings and employment sites should be within 400 metres of a micro-mobility hub.

The provision of a car club could encourage residents not to see the purchase of a car (or a second car) as a necessity and use a car club car for trips that may be more difficult using public transport.

The A120-A133 Link Road received planning permission in 2021 and is scheduled to open in 2024. Its objective is to support growth at the Garden Community, manage congestion in this wider locality and improve connectivity. It will comprise a new 2.4km road between the existing A120 and A133 in the east of Colchester; a new grade separated junction at the A120; and a new roundabout at the junction with the A133, to join into the existing highway network. Two intermediate roundabouts will also be provided along the Link Road for the Garden Community. Walking, cycling and horse-riding provisions associated with the Link Road have been designed to

provide new networks, permeability, and connections across the Link Road for existing and future land users, linked to existing or diverted Public Rights of Way.

To reduce the need to travel the Garden Community will provide excellent digital connectivity and a policy is included in the Sustainable Infrastructure chapter.

6. Alternative approaches

The Councils have considered the following alternatives to this policy:

Alternative 1: No policy in the **Plan** and reliance on the requirements of the Section 1 Plan, which are summarised at the beginning of this chapter.

Alternative 2: A less comprehensive policy but with further detail provided in design codes.

The Councils have rejected alternative 1, at this stage, as the **Plan** is an opportunity to add further detail to the policy requirements in the Section 1 Plan and include policy that reflects the masterplan for the Garden Community.

The Councils have rejected alternative 2, at this stage, as there is a need to ensure the full range of movement and connectivity requirements for the Garden Community are comprehensively detailed at this early stage. The Sustainability Appraisal concluded that this alternative is likely to result in more uncertain and negligible effects being identified as the policy would not comprehensively detail the requirements for movement and connectivity within the Garden Community.

7. Question

Do you support the emerging policy on **Movement and Connections**? Some issues you may wish to consider are:

- Do you support the approach to encouraging active and sustainable travel?
- Should the policy include specific parking standards?
- Are there any other transport requirements that should be specifically listed in the policy? If so what and why?
- Are there any elements of the draft policy that should be covered by a design code?

You can provide your feedback online by following this link [Creating a Place for Life \(tcbgardencommunity.co.uk\)](https://tcbgardencommunity.co.uk). Alternatively, you can email tcbgardencommunity@colchester.gov.uk or planning.policy@tendringdc.gov.uk, or write to **Freepost TCBGC**. When writing or emailing, please make sure you include your name and contact details and that you respond by the consultation closing date.

CHAPTER 8: SUSTAINABLE INFRASTRUCTURE

THE GARDEN COMMUNITY WILL MAKE LIVING SUSTAINABLY EASY FOR ITS RESIDENTS. GREEN INFRASTRUCTURE AND BUILDING SOLUTIONS WILL BE INTEGRATED FROM THE OUTSET AND FOLLOW BEST PRACTICE STANDARDS.

Chapter 8 of this draft **Plan** sets out the Councils' aspirations and expectations for creating a Garden Community fit for the future and which embraces Garden Community principles and incorporates measures aimed at tackling climate change, minimising carbon emissions and climate change adaptation. The policy sets high expectations for energy efficiency, renewable energy generation, water efficiency and water recycling. Tree planting, the provision of green infrastructure, facilities for electric vehicles and promoting walking, cycling and public transport are covered in other policies of the draft **Plan**.

Climate change is a global issue affecting everyone. Co-ordinated action from all sectors, national and local governments, and individuals is needed to mitigate and adapt to climate change. The science tells us that to avoid catastrophic effects we need to limit the increase in global temperature to 1.5oC. Mitigation measures are required to significantly reduce greenhouse gas emissions and limit global temperature rise. However, even with efforts to limit the cause of global warming, further climatic changes are inevitable in the future and the UK will need to adapt to the growing risks from climate change.

The Garden Community is an opportunity to address the climate emergency through high quality design and place making, by designing climate change mitigation and adaptation measures into the Garden Community at an early stage. To ensure that proposals for the Garden Community can respond to changing technologies, new standards and best practice, design codes will be prepared and updated as necessary, which could include requirements for energy efficiency standards, passive energy design, low energy networks, onsite renewable sources, environmental standards, water use, and waste.

1. Section 1 Local Plan

Under the theme of Sustainable Infrastructure, some of the main requirements expected to be covered in this draft **Plan**, as set out in the policies of the adopted Section 1 Local Plan include:

- measures to ensure environmental sustainability, including addressing energy and water efficiency;
- water and wastewater and flood mitigation measures;
- sustainable waste/recycling and minerals management facilities;
- measures for delivering reliable high speed/ultrafast broadband at all new and existing property; and
- consideration of potential on-site mineral resources.

2. Principles

A PLACE WHERE THE ENERGY SUPPLY IS SUSTAINABLE, SMART AND FUTUREPROOFED

The Garden Community will look at options which maximises energy efficiency, minimises energy use and promote renewable energy technologies. Smart technology and integrated data service will be used to accommodate people's needs and make their lives better. The Garden Community will ensure homes and infrastructure are futureproofed, affordable and adaptable to everybody's individual and collective needs now and in the future.

A PLACE DESIGNED FOR THE IMPACTS WHILE MINIMISING ITS CONTRIBUTION TO CLIMATE CHANGE

The impacts of climate change will be actively tackled through developing initiatives that reduce greenhouse gas emissions and that actively take carbon dioxide out of the atmosphere.

A PLACE THAT OPTIMISES RESOURCE EFFICIENCY AND RECYCLING ACROSS THE WHOLE DEVELOPMENT LIFECYCLE

The Garden Community will use as few resources as possible in the first place, keep resources in circulation for as long as possible, extract the maximum value from them while in use, then recover and regenerate products at the end of service life.

A PLACE WHERE INFRASTRUCTURE COMES FIRST AND MEETS ITS INHABITANTS' NEEDS

Key to creating a vibrant and attractive Garden Community is the phased delivery of infrastructure and services on site which fully meets the future needs of residents and supports healthy and sustainable lifestyles. The range and nature of facilities considered should ensure that the majority of everyday needs can be met within the site.

3. Engagement Feedback

What we heard

People were in favour of using **green energy**, and some felt that the Garden Community should aim to go beyond net zero and present an **alternative model of housing** that other places aspire to. Some people felt that it was important that the Garden Community's green aspirations are seen through every aspect of the development. People spoke about the possible value of **hydroelectric, solar, wind, and geothermal energy** sources in the Garden Community.

Some people highlighted potential tensions and **trade-offs** between renewable energy and other plans for the development. People talked about the importance of the Garden Community **offsetting** its impact on the natural landscape through tree

planting, gardening, and the creation of wild spaces. Some people spoke about the importance of being **resilient to future shocks**, particularly flooding.

People also spoke about the importance of **waste management** across the community, with some suggesting different types of water reuse technologies, such as using rainwater to flush toilets or rainwater sprinkler systems. A few people questioned how sewage would be managed, and the extent to which the Garden Community's green vision applied to waste management more generally.

When thinking about Sustainable Infrastructure in the Garden Community, our visioning workshops, survey, and postcard from the future participants:

- Suggested a range of renewable energy sources that they would like the Garden Community to use.
- Highlighted some potential trade-offs that could come from using different green technologies, particularly around their long-term maintenance.
- Wanted the Garden Community to develop green spaces.
- Wanted systems of water recycling and reuse to be incorporated into the design of the Garden Community.
- Wanted homes in the Garden Community to be resilient to the impacts of climate change and able to cope with natural 'shocks', like flooding.
- Were concerned about the environmental impact of the building process, both in terms of carbon emissions and ecological impact.
- Wanted the Garden Community to develop green spaces to promote and expand the Green Infrastructure.

When thinking about Sustainable Infrastructure in the Garden Community, our statutory stakeholders workshops, engagement website, and social media participants spoke of:

- The need for renewable and low carbon energy. The following technologies were mentioned: solar panels (on homes and non-residential buildings); ground source heat pumps; air source heat pumps; energy storage; good insulation; south facing properties; solar glazing; heat networks; and double glazing.
- The "[passivhaus](#)" standard; solar panels on street lighting, street furniture and bus stops; and community energy schemes such as community heat pumps, community energy generation projects and neighbourhood heating schemes.
- Reusing heat from non-residential uses; the energy demand being provided by renewable energy sources on site; wind power to charge cars and making sure buildings meet [BREEAM](#) (Building Research Establishment Environmental Assessment Method) outstanding.

What we've done

The Councils appreciate that the Garden Community is a unique opportunity to design and deliver an exemplar development that is net zero carbon. The Councils expect the provision of renewable energy technologies, this will be necessary to achieve net zero carbon buildings. The Councils recognise that adaptation is important for resilient communities and requirements for tree planting, green spaces and sustainable water management are incorporated into the draft **Plan**.

4. Policy 8: Sustainable Infrastructure

The Garden Community will be an exemplar development that addresses the climate emergency. The Garden Community will create energy efficient, sustainable buildings and places where communities can lead resilient and lower impact lives through energy efficient and smart buildings, reducing the need to travel and a biodiverse landscape which incorporates carbon sequestration and natural flood management.

POLICY 8: SUSTAINABLE INFRASTRUCTURE

The Garden Community will be an exemplar development that leads the way in meeting the very highest standards of energy efficiency, water efficiency and renewable energy generation to set the design quality, transition to a low carbon future and ensure that buildings are smart, future-proofed and will not require retrofitting in the future. All buildings must be net zero carbon and the Councils will encourage carbon positive buildings. Proposals must comply with approved design codes that set standards in terms of climate change mitigation and adaptation and sustainable design.

Part A: Net Zero Carbon

All buildings must be net zero carbon and the Councils will encourage carbon positive buildings. A holistic area wide approach to energy and associated infrastructure will need to be implemented. Proposals must demonstrate the application of the 'energy hierarchy' to reduce energy demand for heating, lighting, and cooling and minimise carbon dioxide emissions using an energy assessment tool proportional to the scale of the development. The Councils will expect the integration of smart technology and integrated data services for controlling energy using activities and appliances.

Proposals must minimise carbon emissions associated with operational energy and construction, including materials, as well as wider emissions, for example those associated with transport.

Part B: Design and Construction

All buildings must be designed to reduce energy demand and maximise fabric energy efficiency including such measures as: building orientation; high levels of

insulation of roofs, floors, and walls; maximising airtightness; and using solar gain through window/door orientation whilst avoiding overheating.

Whilst all new residential development will meet the Future Homes Standard and non-residential development will meet the [Future Buildings Standard](#) as a minimum, exceeding these standards will be expected through, for example, meeting the [BREEAM Communities standard](#), [WELL Community standard](#), [Home Quality Mark](#), [Passivhaus](#) or [RICS Whole Life Carbon Assessment for the Built Environment](#), or other recognised standards.

Part C: Renewable Energy

To achieve a net zero carbon development, that will not use fossil fuels, the Garden Community will generate energy from renewable sources and proposals will need to show how this has been maximized. This could include the following technologies: hydrogen, Biogas Anaerobic Digestion (sewage and food), heat pumps and thermal storage (for heat) and solar and wind and the associated various forms of storage (for power). The Councils will consider the development of a district heating network(s) and/or smart local energy systems that are viable, maintained and managed in the long term.

Part D: Water Conservation

All buildings must include water efficiency measures and seek to achieve water neutrality. All homes must include water saving measures and, as a minimum, meet the Buildings Regulations optional tighter water standard of 110 litres per person per day.

Proposals must include clear evidence on the approach to water conservation, including the potential for the re-use of 'greywater' and rainwater 'capture and use' and should also provide the infrastructure to support options for rainwater re-use in the building design, e.g. rainwater harvesting systems, water saving devices, greywater recycling or other agreed solutions. The Councils will require safe systems and measures to be implemented for all new development within the Garden Community.

Part E: Sustainable Waste Management

Proposals will look at all the options across the chain to use as few resources as possible in the first place, keep resources in circulation for as long as possible, extract the maximum value from them while in use, then recover and regenerate products at the end of service life. The Councils support proposals for sustainable waste management facilities and proposals should incorporate best practice technologies to optimise opportunities for minimizing waste and recycling.

Part F: Ultrafast Broadband

Proposals must provide the new community with ultra-fast broadband. This definition is likely to evolve over the plan period and consideration of an up-to-

date definition of ultra-fast will be made at the time of the planning application submission based on government/ industry guidance.

Proposals must, unless an equivalent technology/approach delivers a better outcome, demonstrate early engagement with infrastructure providers and ensure the provision of fibre to the premises (FTTP) infrastructure.

Part G: Materials

All proposals must take into consideration the embodied carbon associated with materials using the [RICS Whole Life Carbon](#) approach or successor documents. Development must be designed to maximise resource efficiency and identify, source, and use environmentally and socially responsible materials, giving consideration to circular economy principles and design for deconstruction.

Part H: Planning Application Expectations

1. To ensure that development at the Garden Community does everything it can to address the climate emergency and help achieve the ambition of net zero carbon emissions, all proposals must be accompanied by a 'Carbon Reduction Strategy' which considers all the measures set out in this policy and puts forward detailed solutions for the Councils approval, which will then be implemented as part of the development.

Proposals will have to demonstrate how renewable energy and other sustainability measures appropriate to the buildings, site and location are to be included in the development. Planning permission will only be granted where, through the Carbon Reduction Strategy, it can be demonstrated that all reasonable renewable energy and energy efficiency measures have been fully considered and, where possible, will be incorporated into the design, layout, and construction. The Councils will consider the use of planning conditions to ensure the measures are delivered and monitored.

2. Proposals should include an Assured Performance Certification to address the performance gap between 'as designed' performance and 'as built' performance.

3. Proposals must submit to the Councils a scheme for approval demonstrating how the development will provide digital connectivity (including appropriate standards, timescales) having regard to approved connectivity strategies.

Part I: Minerals – Prior extraction

Proposals must be informed by a Minerals Resource Assessment, with evidence supplied in support of the scheme demonstrating how the scheme reflects and takes advantage of the opportunities afforded by prior extraction.

5. Justification

In 2018, the Intergovernmental Panel on Climate Change (IPCC) published a report which advised that we must limit global warming to 1.5°C, as opposed to the

previous target of 2°C. Tackling climate change requires action by every part of society – this includes all tiers of government, businesses, and residents. Individuals can influence the size of their carbon footprint by how much and what they buy and how they travel and the homes they live in.

In 2019, both CBC and TDC declared climate emergencies acknowledging that urgent action is required to limit the environmental impacts produced by the climate crisis. Both Councils aim to achieve carbon neutrality by 2030. This is supported by ECC who established the [Essex Climate Action Commission](#) in 2020 to promote and guide climate action in the county and move Essex to net zero by 2050. It is an independent, voluntary, and cross-party body bringing together groups from the public and private sector, as well as individuals from other organisations. The Commission published its report [Net Zero: Making Essex Carbon Neutral](#) in July 2021 and its recommendations are relevant to Essex County Council, Essex local authorities, parish and town councils, as well as Essex businesses, residents, and community groups. The report sets out a comprehensive plan for Essex to: reduce its greenhouse gas emissions to net zero by 2050 in line with UK statutory commitments; and to make Essex more resilient to climate impacts such as flooding, water shortages and overheating. The report covers a wide range of topic areas including land use, energy, waste, transport, plus the built and natural environments. The report's recommendations are now incorporated into a Climate Action Plan and a focused work programme over the coming years to ensure the effects of climate change can be mitigated.

The Future Homes Standard (a 75-80% reduction in carbon emissions from new homes compared to current standards, with low-carbon heating and very high fabric standards) and Future Buildings Standard (pathway to highly efficient new non-domestic buildings which use low-carbon heat) will require new buildings from 2025 to be future proofed for 2050 with low carbon heating and world leading levels of energy efficiency. This means that connecting to the conventional gas grid will not be a feasible option. The government's [Heat and Buildings Strategy](#) explains that the future is likely to see a mix of low-carbon technologies used for heating and while there is work to be done to identify the best solutions for different buildings and areas, decisive, 'no regrets' action can be taken now. No regrets actions means actions that are cost-effective now and will continue to prove beneficial in future. For example, installing energy efficiency measures reduces consumer bills now, while making buildings warmer and comfier, but has the added benefit of making future installations of low-carbon heating more cost-effective. Buildings should be 'futureproofed' by setting high standards for new buildings and mitigating risks of overheating and poor ventilation leading to poor air quality.

Future proofing is a key design consideration and includes: the electrification of heat; the replacement of natural gas with Hydrogen and/or biomethane; decentralised 'smart' grids; LZC technologies; the electrification of transport and introduction of alternative fuel sources such as biofuel and hydrogen; smart machinery and automation; sustainable waste management; creating a circular energy economy; storage technologies for resilience; and super-fast fibre, 5G and WIFI enabled public spaces.

There are numerous national and international sustainability accreditation standards and the Councils will expect development to meet one of these standards. For example, [BREEAM Communities standard](#), [WELL Community standard](#), [Home Quality Mark](#), [Passivhaus](#) or [RICS Whole Life Carbon Assessment for the Built Environment](#). These standards are a way to measure the sustainability of buildings in a holistic way and ensure that a wide range of sustainability considerations, including energy and water use, are considered and incorporated into the design.

Renewable power generators, such as solar PV and air and ground source heat pumps are established, well understood and mature technologies, which would be anticipated to be deployed across the site. The approach will be to deliver a net-zero/carbon positive site by providing a secure, reliable, and affordable energy system. There is opportunity for entrepreneurship and the ability to export energy (heat and/or power) will be explored.

A Carbon Reduction Strategy is required which will set out measures that will be incorporated into the design, layout and construction aimed at maximising energy efficiency and the use of renewable energy. The Carbon Reduction Strategy must demonstrate how different measures have been considered and incorporated which could and should include: triple glazing; solar roof panels or solar tiles; air source heating systems; ground source heating systems; super insulation (walls and loft void); rainwater capture system; electric vehicle rapid charging points (provided to an individual dwelling or through and appropriate communal facility); superfast broadband and a flexible space within each home to enable home working and a reduction in the need to travel; Mechanical Heat Recovery Ventilation; solar thermal systems; and solar and battery storage systems. This list will be kept under review as techniques and technologies develop and evolve. Targets and requirements in design codes and guidance may include phased requirements to ensure that targets and requirements reflect latest techniques, technologies, and best practice. The sustainability of a development is not simply a measure of how it functions, it also includes how it is constructed and the sourcing of minerals used in that construction. This is made clear in the [NPPF](#) which states that minerals are a finite natural resource, and that best use needs to be made of them, including encouraging their extraction where practical and environmentally feasible, if it is necessary for non-mineral development to take place.

Extracting minerals prior to development of the land doesn't just avoid their needless sterilisation, it is also an opportunity to design and shape landforms to support the masterplanning of significant developments. It provides the opportunity to create land topographies, transforming how the land is developed and used post extraction, through imaginative land reclamation and landscape enhancement that help create desirable places to live. Prior extraction itself is therefore not just an indication of sustainable development, it can be used as an opportunity in major developments to deliver a number of further sustainable development initiatives, such as those highlighted within this Plan, including:

- opportunities for biodiversity net-gain, green and blue Infrastructure and to grow natural capital;
- Sustainable Drainage Schemes (SuDS) and increase flood resilience;
- mitigation measures against climate change; and

- positive contributions to the health and wellbeing of communities through the provision of open space and recreational resources.

6. Alternative approaches

The Councils have considered the following alternative to this policy:

Alternative 1: No policy in the Plan and reliance on the requirements of the Section 1 Plan, which are summarised at the beginning of this chapter, and national policy.

The Councils have rejected alternative 1 as the Plan is an opportunity to add further detail to the policy requirements in the Section 1 Plan and include policy that includes measures to ensure environmental sustainability including addressing energy and water efficiency.

7. Question

Do you support the emerging policy on **Sustainable Infrastructure**? Some issues you may wish to consider are:

- How can the **Plan** best address climate change?
- How can the **Plan** best encourage energy efficiency and the provision of renewable energy?
- How can the **Plan** ensure that the scheme can respond to future technological advances and changes in future standards and requirements such as those envisaged by the forthcoming Future Home Standard and Future Buildings Standard?
- Does the policy cover an appropriate range of aspects or is there anything missing from the policy?
- Are there any elements of the draft policy that should be covered by a design code?

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Chapter 9: Infrastructure Delivery, Impact Mitigation and Monitoring

This chapter covers the requirements to ensure the Garden Community is supported by the required level of infrastructure. The Garden Community provides an opportunity to create an innovative, resilient, well-connected and inclusive place that will stand the test of time.

1. Section 1 Local Plan

Some of the main requirements expected to be covered in this draft **Plan**, as set out in the policies of the adopted Section 1 Local Plan include:

- All development must be supported by the provision of infrastructure, services and facilities that are identified to serve the needs arising from the development.
- An infrastructure delivery strategy and phasing plan that sets out how infrastructure, services and facilities will be provided.
- Comprehensive planning and development of the Garden Community, where each development phase is supported by suitable mechanisms to deliver the infrastructure both on and off-site.
- Providing new and improved transport (footways, cycle links, bridleways, roads) and communication infrastructure.
- Addressing education, healthcare, leisure and sports.
- Integrating a network of multi-functional green and blue infrastructure to create attractive and sustainable places.
- Ensuring adequate water and wastewater treatment capacity or infrastructure upgrades are in place prior to development proceeding.
- Planning consent and funding approval for the A120-A133 Link Road and Route 1 of the Rapid Transit System.
- Providing appropriate design and infrastructure that incorporates the highest standards of innovation in energy efficiency and technology to reduce impact of climate change, water efficiency (with the aim of being water neutral in areas of serious water stress), and sustainable waste / recycling management facilities.

2. Engagement feedback

What we heard

Throughout our engagement processes, a moderate amount of people spoke about how to **join up community facilities and generate income**. In stakeholder workshops specifically, people talked about **innovative approaches**, such as: opportunities to **co-locate facilities**, such as health and community assets; how multiple uses should be considered; the role a Country Park can play in meeting sport and recreation needs; and how **multi-functional sites** could be used (e.g., cricket ground can be used for football in the winter). In the workshops, it was also highlighted that the **role of existing assets** should be considered, especially at the

University of Essex and Colchester Sports Park, and how any new assets would interact with existing ones.

A lot of people in the local community contributed comments that the Garden Community will just be expensive houses, and that there will be **no provision of infrastructure** such as schools, health facilities, green space and employment. People are concerned about the impact of the Garden Community on health services in the area, mentioning that **health services are already strained**. Some participants noted that healthcare should be localised rather than centralised and fit in with the 15-minute neighbourhood model. Some people specifically talked about the importance of making sure the Garden Community was developed with an **infrastructure first approach**.

Most participants were **opposed to maintenance fees**, although some suggested that they might be necessary. A few people expressed concerns about the **intentions of the developers**, expressing feeling that profit would inevitably be prioritised over community infrastructure. This position was mirrored by CLG members, too.

What we've done

In order to make the Garden Community function sustainably, the Councils will require the timely and efficient delivery of the required infrastructure, services and facilities to support new residents and businesses. This includes the delivery of physical, social, and green and blue infrastructure, in addition to and alongside affordable housing. Delivery will need to be aligned and phased with development.

3. Policy 9: Infrastructure Delivery and Impact Mitigation

Planning and delivering the required infrastructure is at the heart of sustainable development for the Garden Community. Provision of appropriate and timely strategic infrastructure will be central to the delivery of the Garden Community and provides the opportunity to address infrastructure needs, maximise the efficient use of existing infrastructure capacities and explore opportunities for new sustainable infrastructure.

POLICY 9: INFRASTRUCTURE DELIVERY AND IMPACT MITIGATION

Proposals for the Garden Community must demonstrate that the required infrastructure to support the development will be delivered in a timely and, where appropriate, phased manner.

Developers will need to make direct provision or contribute towards the delivery of relevant infrastructure as required by the development either alone or cumulatively with other developments, as set out in the relevant Infrastructure Delivery Plan and other policies in this draft **Plan**, where such contributions are compliant with national policy and the legal tests. Where necessary, developers will be required to:

1. enter into Section 106 agreements to make provisions to mitigate the impacts of the development where necessary or appropriate. Section 106 will remain the appropriate mechanism for securing land and works along with financial contributions where a sum for the necessary infrastructure is not secured via CIL; and/or
2. make a proportionate contribution on a retrospective basis towards such infrastructure as may have been forward-funded from other sources where the provision of that infrastructure is necessary to facilitate and/or minimise the impacts of their development (including the cumulative impacts of planned development).

Where a proposal requires additional infrastructure capacity, to be deemed acceptable, mitigation measures must be agreed with the Councils and the appropriate infrastructure provider. Such measures may include (not exclusively)

- financial contributions towards new or expanded facilities and the maintenance thereof;
- on-site provision of new facilities (which may include building works);
- off-site capacity improvement works; and/or
- the provision of land.

Developers must work positively with the Councils and other infrastructure providers throughout the planning process to ensure that the cumulative impact of development is considered and then mitigated, at the appropriate time, in line with their published policies and guidance.

The Councils will consider introducing a Community Infrastructure Levy (CIL) and will implement such for areas and/or development types where a viable charging schedule would best mitigate the impacts of growth. Section 106 will remain the appropriate mechanism for securing land and works along with financial contributions where a sum for the necessary infrastructure is not secured via CIL. For the purposes of this policy the widest reasonable definition of infrastructure and infrastructure providers will be applied. Exemplar types of infrastructure are provided in the glossary appended to this draft **Plan**.

Proposals will need to make financial contributions to the wider local transport infrastructure, including the A120-A133 Link Road and Rapid Transit System in accordance with the conditions of the Housing Infrastructure Fund.

4. Justification

The Garden Community will require the provision of new physical infrastructure such as footways, cycleways, roads, and sewers; social infrastructure such as health, education, and community facilities; and green infrastructure such as open and recreational spaces. The Councils will work with developers and a range of partners such as the Highway Authority, National Highways, the lead authority for education, the Environment Agency, Lead Local Flood Authority, utility companies, North East Essex Clinical Commissioning Group and National Health Service England Midlands and East England, and Sport England to bring forward the necessary infrastructure that is required to deliver the Garden Community.

For the purposes of this policy the widest reasonable definition of infrastructure and infrastructure providers will be applied. The term infrastructure can include any structure, building, system facility and/or provision required by an area for its social and/or economic function and/or wellbeing including (but not exclusively): footways, cycleways, bridleways and highways; public transport; drainage, sustainable drainage systems (SuDS) and flood protection; waste recycling facilities; education and childcare/nurseries; healthcare; sports, leisure and recreation facilities; community and social facilities; cultural facilities, including public art; emergency services; green infrastructure; open space; affordable housing; live/work units and lifetime homes; broadband/telecommunications; and facilities for specific sections of the community such as youth or the elderly.

It should be recognised that infrastructure may be provided in various ways including new infrastructure, improvements to existing facilities/services or as co-located or expanded services/facilities. Where infrastructure cannot be provided within, or is not appropriate to be located on, the Garden Community site itself, developers will be expected to make a contribution to the cost to provide the infrastructure elsewhere.

In negotiating planning obligations, the Councils will require a fully transparent open book viability assessment and that all possible steps have been taken to minimise the residual level of unmitigated impacts. Developers may be required to enter into obligations that provide for appropriate additional mitigation in the event that viability improves prior to completion of the development.

The Councils will prepare an Infrastructure Delivery Plan (IDP) for the Garden Community to identify the required infrastructure. Proposals will be expected to deliver or contribute to the necessary infrastructure requirements of the Garden Community as identified by the Council's IDP, where such contributions are compliant with national policy and the legal tests.

The Councils will seek contributions from developers to fund improvements to existing infrastructure and the environment and new infrastructure. Contributions will be made through the Community Infrastructure Levy (if adopted), which applies a standard charge to developers to fund supporting infrastructure such as transport, schools, community facilities and health facilities, and/or Section 106 agreements which address the provision of affordable housing and more site-specific infrastructure requirements. The necessary infrastructure requirements through the use of planning condition and/or planning obligation and/or financial contributions through Community Infrastructure Levy (CIL) charges in accordance with [The Community Infrastructure Regulations 2019](#).

Some infrastructure providers will fund and deliver infrastructure themselves. Other infrastructure will be funded by developers and landowners, secured by planning obligations or the CIL (if adopted) or its successor as part of the planning permission. On-site infrastructure provision will usually be secured by planning conditions or legal agreements. Off-site provision will usually be secured by legal agreements and through other financial contributions.

Essex County Council, working with CBC and TDC, were successful in attracting funding under the Housing Infrastructure Fund (administered by Homes England) for the delivery of the A120-A133 Link Road, and the offsite sections of the Rapid Transit System. The awarding of the funding has been made on the basis that this transport infrastructure unlocks housing growth at the Garden Community, without which the Garden Community could not be developed to the scale proposed. In accordance with the conditions of the funding agreement with Homes England, the Councils will seek to maximise the recovery of this funding from the Garden Community as it is developed. The mechanism for the recovery of funding will be secured by legal agreement between the Councils and the developer(s), with the level of recovery informed by regular reviews of development viability so that an appropriate financial contribution towards recovery is set which takes into account other policy requirements and contributions required of the developer(s). Contributions received from this recovery mechanism will be recycled back into supporting additional housing growth in the area at the discretion of the Councils and Homes England, as set out in the conditions of the Housing Infrastructure Fund.

5. Monitoring

Monitoring is a way of assessing the effectiveness of a plan once it is adopted. It helps to identify if plan policies are not being implemented and whether an early review of the plan is required. Monitoring indicators for the **Plan** will reflect the indicators monitored in the Councils Authority Monitoring Reports and will be linked to the Sustainability Appraisal (SA) Framework. The table, below, outlines the Councils initial thoughts on monitoring. This has been guided by the recommendations in the SA Report and will be developed as the draft **Plan** progresses, as the Councils monitoring indicators evolve, and taking into account representations received.

SA Objective	Most Relevant Policies	Monitoring Indicator
1. To create safe environments which improve quality of life, community cohesion	Policy 1 Policy 6	Increase in areas of public open space All crime – number of crimes per 1000 residents per annum Number of new community facilities granted planning permission Number of new cultural facilities granted planning permission, including places of worship
2. To ensure that everyone has the	Policy 4	Housing Delivery

opportunity to live in a decent, safe home which meets their needs at a price they can afford	Policy 8	Affordable housing completions Gypsy & Traveller provision
3. To improve health/reduce health inequalities	Policy 1 Policy 3 Policy 6 Policy 7	Increase in areas of public open space Percentage of new residential development within 30mins of public transport time of a GP or hospital Percentage of new residential development that adheres to Natural England's Accessible Natural Greenspace Standards Percentage of new residential development within walking and cycling distance to schools Percentage of new residential development within walking and cycling distance to sport and recreation facilities Hectares of accessible open space per 1,000 population
4. To ensure and improve the vitality and viability of centres	Policy 1 Policy 5 Policy 6	Total amount of floorspace for town centre uses (sqm)
5. To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways	Policy 5	Amount of floorspace developed for employment by type (sqm) Level 2 qualifications by working age residents Level 4 qualifications and above by working age residents
6. To value, conserve and enhance the natural	Policy 1 Policy 3	Number of planning applications approved contrary to Environment Agency advice on flood defence or water quality grounds

environment, natural resources, biodiversity and geological diversity		<p>Number and area of Local Nature Reserves and Local Wildlife Sites</p> <p>Essex Coast RAMS</p> <p>Condition of SSSIs (per Natural England assessments)</p> <p>Area of land provided for biodiversity enhancement/ net gain</p>
7. To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion	Policy 7	<p>To obtain an agreed Travel Plan</p> <p>Percentage of journeys to work by walking and cycling and percentage of journeys to work by public transport</p>
8. To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary infrastructure to support new development	<p>Policy 1</p> <p>Policy 3</p> <p>Policy 5</p> <p>Policy 6</p> <p>Policy 7</p> <p>Policy 9</p>	<p>Increase in areas of public open space</p> <p>Key infrastructure projects delivered</p> <p>Additional capacity of local schools / incidents of new school applications</p>
9. To conserve and enhance historic and cultural heritage and assets and townscape character?	<p>Policy 1</p> <p>Policy 3</p> <p>Policy 4</p>	<p>Recorded loss of listed buildings Grade I and II+ (by demolition), Scheduled Monuments or nationally important archaeological sites and assets on the Colchester Local List to development</p>
10. To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation	Policy 8	<p>Percentage of household waste recycled and composted</p> <p>Carbon emissions and Climate Change</p> <p>Climate Change Adaptation</p> <p>Renewable energy installed by type</p>
11. To improve water quality and	Policy 3	<p>Number of planning applications approved contrary to Environment</p>

address water scarcity and sewerage capacity	Policy 8	Agency advice on flood defence or water quality grounds Quality of rivers (number achieving ecological good status)
12. To reduce the risk of fluvial, coastal and surface water flooding	Policy 3 Policy 8	Number of planning applications approved contrary to Environment Agency advice on flood defence or water quality grounds
13. To improve air quality	Policy 7	Number of Air Quality Management Areas
14. To conserve and enhance the quality of landscapes	Policy 1 Policy 3 Policy 4	
15. To safeguard and enhance the quality of soil and mineral deposits?	Policy 3 Policy 8	Number and area of developments proposed within MSAs

6. Questions

1. Do you support the emerging policy on Infrastructure Delivery and Impact Mitigation?

2. Do you support the emerging monitoring framework?

You can provide your feedback online **by following this link** [Creating a Place for Life \(tcbgardencommunity.co.uk\)](https://www.tcbgardencommunity.co.uk). Alternatively, you can email tcbgardencommunity@colchester.gov.uk or planning.policy@tendringdc.gov.uk, or write to **Freepost TCBGC**. When writing or emailing, please make sure you include your name and contact details and that you respond by the consultation closing date.

Glossary

Affordable Housing – The Councils definition will accord with the current definition in the National Planning Policy Framework (or any successor document) but will also include those uses eligible under Essex County Council's Independent Living Programme. It includes social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Affordable housing should meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices.

Air Quality Management Areas (AQMA) – Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

Authority Monitoring Report (AMR) – A report published annually by the Councils monitoring progress in delivering progress in Local Plan policies and allocations.

Biodiversity Net Gain - Biodiversity Net Gain is an approach to development that leaves biodiversity in a better state than before. The Environment Act contains a new biodiversity net gain condition for planning permissions. To meet this requirement biodiversity gains will need to be measured using a biodiversity metric.

Brownfield Land (also known as Previously Developed Land) - Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Boundary treatment - How a building or development site relates to its boundary - open, closed, accessible, fence, landscaped etc.

Carbon Positive - Carbon positive moves beyond carbon zero by making additional 'positive' or 'net export' contributions by producing more energy on site than the building requires and feeding it back to the grid.

Carbon sequestration - Carbon sequestration is the process of storing carbon in a carbon pool. Carbon dioxide is naturally captured from the atmosphere through biological, chemical, and physical processes.

Centre - References to centres apply to town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. See definitions of local centres and district centres.

Community Facilities - Are buildings, which enable a variety of local activity to take place including, but not limited to, the following: Schools, Universities and other educational facilities; Libraries and community centres; Doctors surgeries, medical centres and hospitals; Public houses and local shops; Museums and art galleries; Child care centres; Sport and recreational facilities; Youth clubs; Playgrounds; Cemeteries; and Places of worship.

Community Infrastructure Levy (CIL) – A mechanism by which Councils can set a standard charge on specified development in their area to pay for new infrastructure required to support growth.

Competent person (to prepare site investigation information) - A person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation.

Conservation credits – When a developer cannot achieve at least 10% biodiversity net gain on their development site following application of the mitigation hierarchy, they will have the option to purchase biodiversity units from an offsite habitat market. If units cannot be sourced from local habitat markets, developers will be able to purchase their required units (as credits) which will be invested in habitat creation.

Design code - A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area.

Development – The definition in Section 55 of the Town and Country Planning Act 1990 is ‘means the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land’.

Development Plan – This includes adopted Local Plans, neighbourhood plans and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. The Development Plan is the starting point for decision making. This includes the Essex Minerals Local Plan and the Essex and Southend-on-Sea Waste Local Plan.

District Centre – Important role serving the day-to-day needs of their local populations as well as providing access to shops and services for neighbouring areas across and beyond the Borough, but not to a level comparable with Colchester Town Centre.

Energy hierarchy – The energy hierarchy is a classification of energy strategies, prioritised to assist progress towards a more sustainable energy system. The steps are: be lean, use less energy; be clean, supply energy efficiently; be green, use renewable energy; and offset.

European Sites - The European network of protected sites established under the Birds Directive and Habitats Directive (includes SPA, SAC, and Ramsar sites). See also habitats sites.

Garden Community – Communities which are holistically planned new settlements that respond directly to their regional, local and individual site context and opportunities to create developments underpinned by a series of interrelated

principles which are based on the following Town and Country Planning Association Garden City Principles: Land value capture for the benefit of the community; Strong vision, leadership and community engagement; Community ownership of land and long-term stewardship of assets; Mixed-tenure homes and housing types that are genuinely affordable; A wide range of local jobs in the Garden Community within easy commuting distance of homes; Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food; Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience; Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods; Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

Green Infrastructure – A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Greenfield Site - Land which has never been built on before or where the remains of any structure or activity have blended into the landscape over time.

Gypsies and Travellers - Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such. In determining whether persons are "gypsies and travellers" consideration will be given to the following issues amongst other relevant matters: a) whether they previously led a nomadic habit of life b) the reasons for ceasing their nomadic habit of life c) whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.

Habitat Regulations Assessment (HRA) - The Habitat Regulation Assessment is a statutory requirement under the [Conservation \(Natural Habitats\) \(Amendment\) \(England and Wales\) Regulations 2010 \(as amended\)](#). An HRA is required for a plan or project which, either alone or in combination with, other plans or projects is likely to have a significant effect on the integrity of a European/ habitats site.

Habitats site - Any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites.

Infrastructure - Infrastructure means any structure, building, system, facility and/or provision required by an area for its social and/or economic function and/or well-being including (but not exclusively): footways, cycleways and highways; public transport; drainage and flood protection; waste recycling facilities; education and

childcare; healthcare; sports, leisure and recreation facilities; community and social facilities; cultural facilities; emergency services; green infrastructure; open space; affordable housing; broadband; facilities for specific sections of the community such as youth or the elderly.

Local Centre – An essential role providing a range of small shops and services to meet the basic needs of local communities, serving a small catchment.

Local Development Scheme (LDS) - This is the project plan for a three year period for the production of all documents that will comprise the Local Plan. It identifies each Local Development Document and establishes a timetable for preparing each.

Local Plan - The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the [Planning and Compulsory Purchase Act 2004](#).

Local Wildlife Sites – Habitats identified by Essex Wildlife Trust as important for the conservation of wildlife.

Massing - The combined effect of the arrangement, volume and shape of a building or group of buildings in relation to other buildings and spaces. This is also called bulk.

Main Town Centre Uses – As defined in the National Planning Policy Framework, main Town Centre uses include retail development (Including warehouse clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Mineral Safeguarding Area - An area designated by the Minerals Planning Authority (Essex County Council) which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

Mitigation hierarchy - The mitigation hierarchy is a widely used tool that guides users towards limiting as far as possible the negative impacts on biodiversity from development projects. The steps are: avoidance, minimization, rehabilitation/ restoration and offsetting.

Mobility as a Service (MaaS) - Integrates various forms of transport services into a single mobility service accessible on demand. A MaaS operator facilitates a diverse menu of transport options to meet a customer's request, be they public transport, ride-, car- or bike-sharing, taxi or car rental/lease, or a combination thereof.

National Planning Policy Framework (NPPF) - Government planning policy which replaces a large number of Planning Policy Guidance notes and Planning Policy Statements with one single document. It sets out new planning requirements and

objectives in relation to issues such as housing, employment, transport and the historic and natural environment amongst others.

Natural surveillance - Natural surveillance is an urban design, architecture and landscaping technique that seeks to deter crime with social and highly visible spaces. Natural surveillance is based on the theory that isolation makes crime both easier and more likely.

Neighbourhood Plan - A plan prepared by a Parish Council, Neighbourhood Forum, or other locally constituted community group, for a particular neighbourhood.

Objectively Assessed Housing Need (OAHN) – The National Planning Policy Framework requires that local planning authorities should use their evidence base to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, including identifying key sites which are critical to the delivery of the housing strategy over the plan period. Further guidance provided in Planning Practice Guidance provides that ‘The assessment of development needs is an objective assessment of need based on facts and unbiased evidence. Plan makers should not apply constraints to the overall assessment of need, such as limitations imposed by the supply of land for new development, historic under performance, viability, infrastructure or environmental constraints. However, these considerations will need to be addressed when bringing evidence bases together to identify specific policies within development plans.’

Open space - All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Permitted Development Rights – The level of development that can take place before planning permission is required, as stated in [The Town and Country Planning \(General Permitted Development\) Order 1995](#), as amended.

Planning Obligation/Section 106 Agreement – A legally binding agreement between a local planning authority and any person interested in land within the area of the local authority, or an undertaking by such person, under which development is restricted, activities or uses required; or a financial contribution to be made. Used to mitigate the impacts of development.

Planning Practice Guidance – Guidance and detail supporting the National Planning Policy Framework which is published online and regularly updated.

Previously Developed Land - see brownfield land above.

Ramsar Site – An area identified by international agreement on endangered habitats.

Recreational disturbance Avoidance and Mitigation Strategy (RAMS) – A tool used to manage and mitigate the adverse effects from increased recreational disturbance arising from new developments on European/ habitats Sites.

Self-build and custom-build housing – Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual.

Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

Setting of a heritage asset - The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Significance (for heritage policy) - The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic, or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Sites of Special Scientific Interest (SSSI) - Land notified under the Wildlife and Countryside Act 1981 as an ecosystem of flora and/or fauna considered to be of significant national value and interest to merit its conservation and management.

Special Area of Conservation (SAC) - A site of European importance designated by the member states, where necessary conservation measures are applied for the maintenance or restoration, at favourable conservation status, of the habitats and/or species for which the site is designated.

Special Protection Area (SPA) - A site designated under the Birds Directive by the member states where appropriate steps are taken to protect the bird species for which the site is designated.

Starter Homes – Newly built properties that must be sold to someone who is a first-time buyer below the age of 40, with a discount of at least 20 per cent off the market value.

Statement of Community Involvement (SCI) - This will set out the standards that the Council intend to achieve in relation to involving the community and all stakeholders in the preparation, alteration, and continuing review of all Local Development Plan Documents and in significant planning applications, and also how the Council intends to achieve those standards. The Statement of Community Involvement will not be a Development Plan Document (see above) but will be subject to independent examination. A consultation statement showing how the Local Planning Authority has complied with its Statement of Community Involvement should accompany all Local Development Documents.

Strategic Housing Market Assessment (SHMA) - A study prepared for the Councils Evidence Base further to national guidance which assesses the overall state of the housing market and advises on future housing policies used to inform the Housing Strategy.

Supplementary Planning Document (SPD) – A document produced by the Council to add further detailed guidance and information on a particular subject such as Sustainable Construction or Open Space, Sport and Recreational Facilities. An SPD

is subject to a formal consultation period and then is used as a material consideration when determining planning applications.

Sustainability Appraisal (SA) - An appraisal of the economic, social, and environmental effects of a plan from the outset of the preparation process, so that decisions can be made that accord with sustainable development.

Strategic Environmental Assessment (SEA) - A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

Sustainable Communities - places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built, and run, and offer equality of opportunity and good services for all.

Sustainable Construction – is the name given to building in an energy efficient way. The incorporation of many new technologies and energy saving techniques into a building can dramatically reduce the CO₂ emissions and carbon footprint of a building. Initiatives include grey water recycling systems, solar panels, home recycling, wind turbines and ground water heating systems.

Sustainable Development - Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Drainage Systems (SuDS) – A sustainable drainage system is designed to reduce the potential impact of new and existing developments with respect to surface water drainage discharges.

Sustainable Transport - Sustainable Transport refers to walking, cycling and public transport, including train and bus. Sustainable Transport is transport that makes efficient use of natural resources and minimises pollution. In particular, Sustainable Transport seeks to minimise the emissions of carbon dioxide – a greenhouse gas associated with climate change – as well as nitrogen oxides, sulphur oxides, carbon monoxide and particulates, all of which affect local air quality.

Topography - the physical features of an area of land, especially the position of its rivers, mountains.

Town Centre - Area defined on the proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to town centres, district centres and local centres but exclude small parades of shops.

Travel Plan - A plan demonstrating how a development would encourage its users to use more sustainable methods of transport to access a development.

Use Class - Different uses are given a classification as defined by The Town and Country Planning (Use Classes) Order 1987 (As amended). For example, an E use refers to retail, restaurant, office, financial/professional services, indoor sports,

medical and nursery and a C3 use would refer to a residential dwellings (houses, flats, apartments etc).

Appendix 1. Principles and Objectives

To deliver the vision for the Garden Community, it will be important for all the policies and proposals in this draft **Plan** to contribute positively to the achievement of a number of principles and objectives. The vision, principles and objectives are set out in the Strategic Brief. The vision and principles are included in the theme chapters and the objectives are set out in this appendix.

Nature

A PLACE SHAPED BY EXISTING LANDSCAPE

- Across the Area of Search, there will be a minimum of 50% open space and multifunctional green infrastructure, that is seamlessly integrated with the built environment to connect people with nature.
- Existing landscape features conserved, enhanced and incorporated in the masterplan.
- Connectivity links established to existing green corridors and networks.
- New Country Park along the Salary Brook Corridor and including the slopes to the east.
- A variety of new connected open spaces created including parks, fields, wild spaces, communal spaces and private gardens.
- Streets with tree planting, Sustainable Drainage Systems and planting integrated.

A PLACE WITH THRIVING ECOLOGY AND BIODIVERSITY

- Existing habitats and wildlife sites conserved, protected and connected with new species rich habitat links.
- Hedgerow network protected and enhanced with existing hedge lined lanes protected and retained.
- Minimum 10% biodiversity net gain.
- Streets to include trees and other generous landscaping where appropriate.
- Ecologically rich buffer landscapes established against existing and new road corridors.
- Recreational pressures on existing sensitive habitats mitigated through the creation of new areas for recreation.

A PLACE WITH A PRODUCTIVE AND CLIMATE RESILIENT NATURAL LANDSCAPE

- Native, wildlife friendly planting and edible species.
- Allotments, community orchards and growing fields provided which maximise the good quality free draining soils.
- Canopy cover, use of green walls and planting maximised and hard surfaces minimised in built up areas.
- SUDS and rain gardens integrated.
- New links of woodland, meadow, grassland and wetland created to lock in carbon.

- Drought tolerant planting approaches used.
- Natural water management system integrated as an attractive biodiverse network with water features including swales, ponds and larger water bodies used in preference to piped systems.

Buildings, Place and Character

A PLACE WITH DISTINCTIVE IDENTITY

- The new community will be rooted in its place and the landscape
- Important views, vistas, landmarks, heritage assets, trees and hedges will be recognised, protected and enhanced
- Design Codes will be implemented and used consistently
- Drawing on the historic tradition of orchards within the local area to create a new productive landscape
- Green buffers designed to provide suitable distinction between neighbourhoods
- Green buffers to contribute to the landscape and biodiversity network, accommodate leisure routes and be productive
- Clear spatial hierarchy that directs the design of the neighbourhood and the building types
- Plan for a range of housing densities with higher residential densities at mobility hubs, centres of activity and along key movement corridors
- A range of building heights that add variety and interest to the streetscape, enhance internal legibility
- Architectural style, building form, materials and layouts that reflect the districts' character while catering to contemporary needs and societal trends

A PLACE WITH A THRIVING LOCAL ECONOMY

- Medium/small-scale employment uses close to the district centres
- Maximise the opportunity from the University of Essex and the Knowledge Gateway
- Provision of live-work and co-working spaces
- Flexible and adaptable buildings with scope for expanding floorspace, helping to retain them within the garden community
- Larger scale industrial/storage space accessible via A-roads and the Link Road
- Respond positively to changing patterns of retail and leisure

A PLACE THAT IS VIBRANT AND ACTIVE

- Local centres and one district centre that deliver an increased mix of uses
- Create legible and well-designed focal points within the local centres

A PLACE WHERE HOUSING IS ACCESSIBLE, AFFORDABLE AND INCLUSIVE

- Housing that caters for all stages of life including multi-generational families, co-housing, start-up homes
- Housing typologies that respond to different needs and abilities

- Tenure blind design
- Accommodation suitable for ageing population close to local centres
- Sites identified for co-living and self-build typologies

A PLACE WITH GREAT HOMES

- + Homes fit for the 21st century and beyond, digitally connected, with sustainable technologies and future proofed
- + Homes that offer privacy and external amenity spaces
- + Homes that positively address the streets and create clear entry points from the street
- + Provision of good storage areas to meet short and long term needs
- + Integrate utilities, including waste storage and management, such that they do not adversely affect the design of the built environment

Community and Social Infrastructure

A PLACE WHERE EVERYONE CAN FEEL AT HOME

- Co-location of different uses to maximise activity throughout the daytime and evening and provide opportunities for diverse social interaction.
- Multi use spaces that are designed to cater and support people from different groups (age/culture/ability/LGBTQ+/family status etc.).
- Community spaces accessible by all modes of travel.
- Community spaces flexible for different uses.
- Ground floor uses that create interest and activity.

A PLACE WHERE IT'S EASY TO BE HEALTHY AND HAPPY

- Inclusive public realm that creates the feeling of safety, a sense of place and interaction with nature.
- High quality and accessible sports facilities, playing pitches and greenspaces.
- Creation of a safe and overlooked walking and cycling network.
- Provision of healthcare, leisure, social and community facilities accessible by all modes of transport.
- Promotion of social interaction through shared amenity spaces.
- Active travel promoted.
- Connections established into the wider long distance leisure routes.

A PLACE WHERE EVERYONE CAN LEARN

- Provision of education facilities in close proximity to district and local centres, making them easily accessible.
- Feeling of safety and security promoted for students within and around these facilities.
- Education facilities within easy access to play and recreation spaces.
- Flexibility of use of the premises during non-school hours.

A PLACE TO PLAY AND HAVE FUN

- Play, sport and leisure facilities that cater to all ages, abilities and needs and are easily accessible by all modes of transport.
- Sport and leisure facilities within in close proximity to the neighbourhood it serves.

A PLACE WHERE LONG TERM STEWARDSHIP IS CONSIDERED FROM THE OUTSET

- A suitable stewardship model and the assets and services which will require management and maintenance in perpetuity identified
- Minimisation of the running and maintenance costs of buildings and landscapes embedded through design
- Community needs and funding priorities identified early on
- Local resident representation on the stewardship model
- Different and inclusive engagement and communication links established

Movement and Connections

A PLACE WHERE PEOPLE HAVE PRIORITY

- Dense network of traffic-free walking and cycling links
- Residential streets designed with low design speed with off-plot and sensitively incorporated car parking
- Non-residential streets designed with low design speed, with segregated cycle links
- All movement routes and corridors will be through safe, legible, attractive, tree-lined corridors for amenity, air quality mitigation, biodiversity and good mental health
- Off-plot car parking paid for separately to house purchase/rental
- On- and off-street car parking designed flexibly with future non-car uses in mind
- Streets designed to discourage informal parking, supported by Controlled Parking Zones
- Vehicle access and loading restrictions to manage servicing needs
- Streets and footpath links designed for all different users's needs including people with mobility impairments and parents with pushchairs
- Emergency and service access provided throughout the street network

A PLACE WITH RAPID, EFFICIENT AND COST EFFECTIVE PUBLIC TRANSPORT

- RTS routes given priority through the Garden Community and off-site, linking local centres and providing easy access to halts and services
- RTS stops integrated in mobility hubs in all centres and residential areas
- RTS running from the first stage with high frequency
- Park and Choose to complement the function of RTS
- Integrated ticketing for RTS and other bus services

A PLACE WHERE ACTIVE AND SUSTAINABLE TRAVEL IS THE NATURAL CHOICE

- Transit oriented development with higher density around mobility hubs, centres of activity and key corridors
- Network of mobility hubs established with a range of facilities connecting Rapid Transit System to first/last mile options on-site
- Plentiful secure and covered cycle parking provided at key destinations and residential areas
- Cycle and scooter hire docking stations provided at key destinations and community centres
- Robust travel plans put in place, linked to mode share targets
- Car club promotion to reduce the need for car ownership
- Horse riders provided for with a network of bridleways

A CONNECTED PLACE

- Link Road providing good connections to the A120 and A133
- Walking and cycle routes connected to Rights of Way and to high quality and direct links to the University and Colchester
- Hierarchy of street types to provide for the different routes, vehicular types and places.

Sustainable Infrastructure

A PLACE WHERE THE ENERGY SUPPLY IS SUSTAINABLE, SMART AND FUTUREPROOFED

- Net-zero energy demand and supply
- The energy grid will combine renewable sources such as solar power, wind and battery storage to ensure the focus is on green energy production
- Energy demand is monitored and active support provided to minimise consumption
- Support new models of ownership and operation

A PLACE DESIGNED FOR THE IMPACTS WHILE MINIMISING ITS CONTRIBUTION TO CLIMATE CHANGE

- Environmental net gain through nature based solutions and urban greening
- A system of surface water drainage that will minimise the risk of flooding to the site, improve water quality, biodiversity and amenity value.
- Sustainable Drainage Systems (SuDS) which will mimic natural hydrological processes and reduce the impact of climate change
- Water recycling to combat increasing demand on water supply
- Overheating minimisation measures
- Use of green walls and tree planting to reduce urban heat effect/ provide shading
- Incorporation of energy producing landscapes
- Promote access to green routes that reduce the need for travel by car
- Create Green Infrastructure that supports our adaptation to a changing weather pattern through, for example, flood control
- Grey water recycling system integrated to new buildings

A PLACE THAT OPTIMISES RESOURCE EFFICIENCY AND RECYCLING ACROSS THE WHOLE DEVELOPMENT LIFECYCLE

- Energy demand reduction and embodied carbon (whole life), waste water, waste management
- Minimisation of waste water discharge on the public network
- Maximisation of waste water treatment at source before discharge
- Zero waste and circular economy principles
- Fastest possible broadband network installed throughout the site to residential and non-residential development

A PLACE WHERE INFRASTRUCTURE COMES FIRST AND MEETS ITS INHABITANTS' NEEDS

- Establishment of on-and off-site infrastructure delivery strategy and phasing plan that will align with the phases of development
- Secured timely delivery of on- and off-site infrastructure aligned with each phase of development.

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Tendring Colchester Borders

Garden Community Draft

Development Plan Document

Sustainability Appraisal

**Colchester Borough Council, Tendring District
Council and Essex County Council**

Draft final report

Prepared by LUC
February 2022

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Chapter 1

Introduction

1.1 LUC was commissioned in October 2021 by Colchester Borough Council, Tendring District Council and Essex County Council to carry out Sustainability Appraisal (SA) of the Tendring Colchester Borders Garden Community Regulation 18 Preferred Options draft Development Plan Document (DPD).

1.2 This SA Report sets out the intended scope and level of detail of the SA work required for the DPD, as well as appraising the contents of the draft DPD. The detailed reasons for adopting this combined approach to the SA work are explained later in this chapter as part of the discussion of the work undertaken on the DPD to date.

Background – the North Essex Authorities’ Shared Strategic Section 1 Local Plan

1.3 Tendring District Council and Colchester Borough Council adopted the North Essex Authorities’ Shared Strategic Section 1 Local Plan in January and February 2021, respectively. Adoption of the Strategic Policies within the Section 1 Plan has allowed the Councils to proceed to the next phase of plan development: a Plan for the Garden Community. This will build upon the Section 1 Local Plan and contain further policies setting out how the new Garden Community will be designed, developed and delivered in phases, in accordance with a masterplan. This SA Report relates to the Tendring Colchester Borders Garden Community draft DPD and should be read in conjunction with that document.

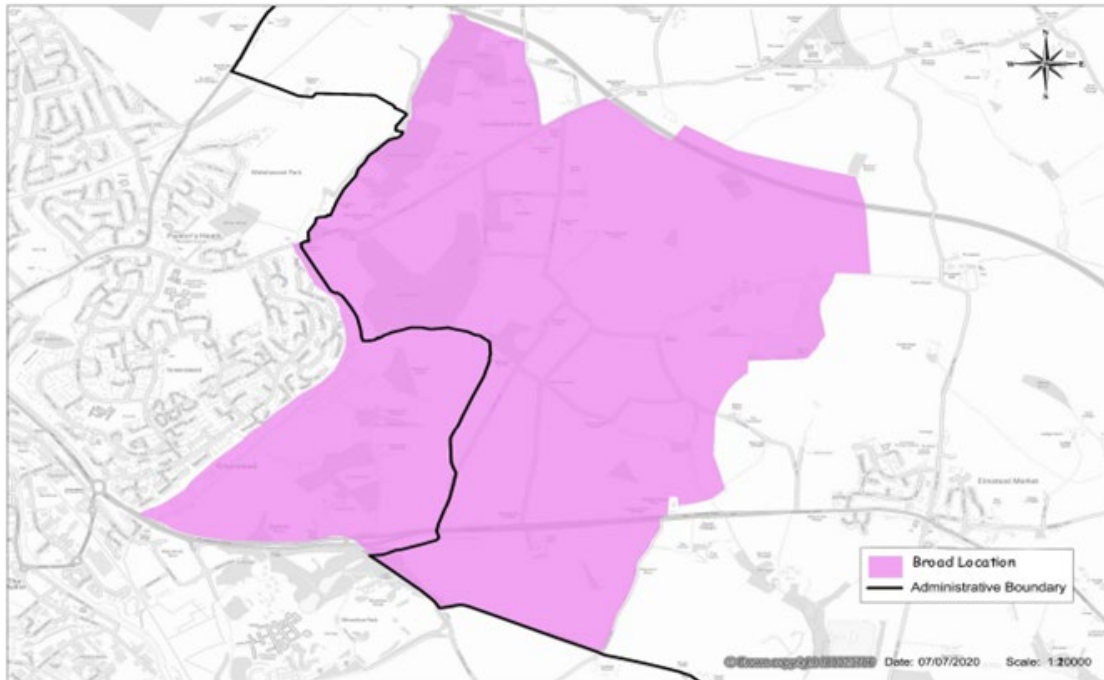
1.4 Policy SP8 of the Section 1 Local Plan allocates a new Garden Community at a defined broad location on the Tendring/Colchester border. This will deliver between 2,200 and 2,500 homes, 7 hectares of employment land and provision for Gypsies and Travellers within the Plan period (2013-2033) as part of an expected overall total of between 7,000 and 9,000 homes and 25 hectares of employment land to be delivered beyond 2033. It states that a DPD will be prepared for the Garden Community, containing policies setting out how the new community will be designed, developed and delivered in phases, in accordance with 14 principles set out in the policy.

1.5 Policy SP9 of the Section 1 Local Plan sets out that the DPD will define the boundary of the new community and the amount of development it will contain. This policy also includes principles that the DPD and any planning application will address and requirements for the design, development and delivery of the Garden Community.

The Plan area

1.6 The broad location identified for the Garden Community in the Section 1 Local Plan lies to the east of Colchester and west of the settlement of Elmstead Market within Tendring District. It takes in land that lies within the districts of both Colchester and Tendring. This broad location also takes in sections of the A120 and A133. The University of Essex Colchester Campus borders the southern area of the broad location and to the south of the A133. The location of the broad location for the Garden Community is shown in Map 10.2 of the Section 1 Local Plan and reproduced in **Figure 1.1**.

Figure 1.1: Tendring Colchester Borders Garden Community - Broad Location



Work on the DPD to date

1.7 The independent examination of the Section 1 Local Plan enabled the Planning Inspector to conclude that the Garden Community would be the most appropriate, and sustainable option for meeting the need for long-term growth in the North Essex area. The development of the Section 1 Plan and accompanying SA work considered and discounted a variety of alternative options.

1.8 Publication of an Issues and Options Report for the DPD in 2017 [\[See reference 1\]](#) was the first stage in the planning process of preparing a DPD for the Garden Community. This document sought to gather views on the development of the Garden Community with responses at this early stage feeding into emerging planning strategies, policies and proposals for the site. Publication and consultation on this document took place before the

examination of the Section 1 Local Plan had concluded and therefore could not reflect the final outcome of the Local Plan process, but it assisted in inviting initial thoughts and ideas and to help demonstrate that a Garden Community in this location would be a feasible project.

1.9 The 2017 Issues and Options Report included a concept plan for the Garden Community. However, the 2017 Issues and Options Report pre-dates the examination as well as modifications relating to and the subsequent adoption of the Section 1 Local Plan. The publication and period of consultation for the Issues and Options Report was also undertaken prior to the grant of planning permission for the A120-A133 Link Road. The context to the Garden Community has therefore changed since the Issues and Options work was completed.

1.10 The Section 1 Local Plan was adopted in 2021 and includes just one Garden Community crossing the Tendring Colchester border, whereas at the time the Issues and Options document was published, the Draft Local Plan was promoting three Garden Communities in North Essex and Braintree, Colchester and Tendring Councils had established a company, North Essex Garden Communities (NEGC) as a potential delivery body. In 2020, NEGC was disbanded, and Tendring and Colchester Councils began working on proposals for the single Tendring Colchester Borders Garden Community. Since the Issues and Options Report was published, Essex County Council has been successful in bidding for government funding from the Housing Infrastructure for a Link Road between the A120 and A133 and Rapid Transit System to serve the Garden Community. The route of the Link Road has been established through the grant of planning permission in 2021 and differs considerably from the indicative route shown in the earlier concept plan in the 2017 Issues and Options document and so this concept plan is no longer a reasonable alternative to consider.

1.11 Given the change in context for the preparation of the DPD, work undertaken on the DPD following the adoption of the Section 1 Local Plan effectively represents a restarting of the plan making process. This SA Report therefore sets out the intended scope and level of detail of the appraisal work

required for the DPD, as well as appraising the contents of the draft DPD. The parts of this report that meet the SEA Regulations relating to aspects of scoping are described later in this chapter. Most notably this includes setting out the relationship of the DPD with other relevant plans and programmes and describing the current state of the environment and its likely evolution without the adoption of the DPD.

1.12 The first step in the draft plan making process following the conclusion of the Section 1 Local Plan examination and confirmation that allocation of a Garden Community on the Colchester and Tendring border was sound was the publication of a Consultation and Engagement Strategy [\[See reference 2\]](#) in December 2020. This outlined the approach the Councils would take to engage and communicate with various audiences, to help produce the content for the draft DPD. As part of this work, a dedicated website was set up to provide information on the Garden Community. An engagement website was as set up and all feedback has been considered by the Councils – on an ongoing basis in the run-up to preparing the draft DPD.

1.13 Two reports have been published summarising feedback received to date. One report was prepared by the Councils and summarises the Council led informal engagement activity that took place from February to October 2021. The report considered the feedback received, via the various engagement opportunities that were made available to the community and stakeholders. The other report was produced by Traverse and Community Regen who were commissioned to design and facilitate an engagement programme over the summer and autumn of 2021, in close collaboration with masterplanners Prior + Partners, as part of their visioning work and for the preparation of the masterplan layout options.

Outline of the draft DPD

1.14 The draft DPD contains detail about the growth of the Garden Community and the specific requirements that developers will be expected to follow when applying for planning permission and carrying out the development. The

structure of the draft DPD follows some overarching ‘themes’ from which a vision from the Garden Community has been drafted. These themes emerged from the main requirements for the Garden Community set out in the Section 1 Local Plan, the National Model Design Code, the main topics of interest raised and discussed during public engagement activities and wider evidence gathering that have fed into the masterplanning and policy writing process. Policies are set out to guide development at the site in relation to topics related to each theme. The policies included in the DPD are as follows:

- Policy 1: Land Uses and Spatial Approach – sets out how different parts of the site are expected to be developed and protected as well as detailing requirements for additional future masterplanning and design codes for the site.
- Policy 2: Requirements for all New Development – sets out the minimum design criteria against which the Councils will consider all development proposals for the Garden Community and any subsequent developments or changes of use.
- Policy 3: Nature – sets out requirements for the protection of habitats and designated biodiversity assets as well as the protection and enhancement of green infrastructure.
- Policy 4: Buildings, Place and Character – sets out the Councils’ expectation for the Garden Community to be unique and distinctive in its character and appearance and for the new homes to meet high standards for a range of users.
- Policy 5: Economic Activity and Employment – sets out the approach for the economic growth of the Garden Community alongside support for the education and training of its residents, with the aim of creating at least one job per new household within or in close proximity to the Garden Community.
- Policy 6: Community and Social Infrastructure – requires the provision of a full range of services and facilities at the Garden Community with the requirement for these to be delivered to align with each phase of development.

- Policy 7: Movement and Connections – requires the movement towards net zero carbon transport by 2050, with measures including services and facilities accessible by active modes in accordance with the principle of a walkable 15-minute neighbourhood and the incorporation of a new rapid transit system.
- Policy 8: Sustainable Infrastructure – sets out the approach to provide energy efficient and sustainable buildings and create places which are resilient to change and will support decisions by residents who wish to live lower impact lives.
- Policy 9: Infrastructure Delivery and Impact Mitigation – sets out the approach to achieve the required and appropriate level of infrastructure in a timely manner for the sustainable development of the Garden Community.

Sustainability Appraisal and Strategic Environmental Assessment

1.15 Under the Planning and Compulsory Purchase Act 2004, SA is mandatory for Development Plan Documents. For these documents it is also necessary to conduct an environmental assessment in accordance with the SEA Regulations (as amended) **[See reference 3]**. The SEA Regulations remain in force post-Brexit and it is a legal requirement for the DPD to be subject to SA and SEA throughout its preparation.

1.16 SA and SEA are tools used at the plan-making stage to assess the likely effects of the plan when judged against reasonable alternatives. SEA considers only the environmental effects of a plan, while SA considers the plan's wider economic and social effects in addition to its potential environmental impacts. SA should meet all of the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004, so a separate SEA should not be required. An approach which satisfies the requirements for both SA and SEA is advocated in the Government's Planning Practice Guidance (PPG) **[See**

reference 4] Practitioners can comply with the requirements of the SEA Regulations through a single integrated SA process – this is the process that is being undertaken by the Councils. From here on, the term ‘SA’ should therefore be taken to mean ‘SA incorporating the requirements of the SEA Regulations’.

1.17 The SA process comprises a number of stages as, shown below.

Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope.

Stage B: Developing and refining options and assessing effects.

Stage C: Preparing the Sustainability Appraisal Report.

Stage D: Consulting on the plan and the SA Report.

Stage E: Monitoring the significant effects of implementing the plan.

Meeting the requirements of the SEA Regulations

1.18 This section signposts the relevant sections of the SA Report that meet the various reporting and procedural requirements of the SEA Regulations. This information will be included in the SA Report at each stage of the SA to show how the requirements of the SEA Regulations have been met through the SA process.

1.19 SEA guidance recognises that data gaps will exist but suggests that where baseline information is unavailable or unsatisfactory, authorities should consider

how it will affect their assessments and determine how to improve it for use in the assessment of future plans. Where there are data gaps in the baseline, or reports not yet published, these are highlighted in the text. The collection and analysis of baseline data is regarded as a continual and evolving process, given that information can change or be updated on a regular basis. Relevant baseline information will be updated during the SA process as and when data are published.

Environmental Report

1.20 The following requirements of Regulation 12(1) and (2) and Schedule 2 are covered by the full SA Report produced to accompany consultation on the Local Plan constitutes the ‘environmental report’:

- Where an environmental assessment is required by any provision of Part 2 of these Regulations, the responsible Authority shall prepare, or secure the preparation of, an environmental report in accordance with paragraphs (2) and (3) of this regulation. The report shall identify, describe and evaluate the likely significant effects on the environment of:
 - Implementing the plan or programme; and
 - Reasonable alternatives taking into account the objectives and geographical scope of the plan or programme.

1.21 The following requirements are covered in this report in **Chapter 1**, **Chapter 3**, **Appendix B** and **Appendix C**:

- An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes.
- The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.
- The environmental characteristics of areas likely to be significantly affected.

- Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC on the conservation of wild birds and the Habitats Directive.
- The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.

1.22 The following requirements are covered in **Chapter 4** and **Chapter 5** of this report:

- The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive effects, and secondary, cumulative and synergistic effects, on issues such as:
 - Biodiversity;
 - Population;
 - Human health;
 - Fauna;
 - Flora;
 - Soil;
 - Water;
 - Air;
 - Climatic factors;
 - Material assets;
 - Cultural heritage, including architectural and archaeological heritage;
 - Landscape; and

- The interrelationship between the issues referred to in sub-paragraphs (a) to (l).
- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.

1.23 The following requirements are covered in **Chapter 2** and **Appendix D**:

- An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.

1.24 The following requirements are covered in **Chapter 6** of this report:

- A description of the measures envisaged concerning monitoring in accordance with regulation 17.

1.25 The requirement to provide a non-technical summary of the information provided under paragraphs 1 to 9 of the Regulations will be met by a separate non-technical summary document prepared to accompany the SA Report for the Regulation 19 DPD.

1.26 The Environmental Report at each stage of the SA will adhere to the requirement of Regulation 12 (3) that the report shall include such of the information referred to in Schedule 2 to these Regulations as may reasonably be required, taking account of:

- Current knowledge and methods of assessment;
- The contents and level of detail in the plan or programme;
- The stage of the plan or programme in the decision-making process; and
- The extent to which certain matters are more appropriately assessed at different levels in that process in order to avoid duplication of the assessment.

Consultation

1.27 Regulation 12(5) requires that when deciding on the scope and level of detail of the information that must be included in the environmental report, the responsible Authority shall consult the consultation bodies. The approach to Scoping is described in **Chapter 2**. Since work on the Garden Community DPD and accompanying SA has started afresh, the consultation bodies' updated views on the scope and level of detail of the SA are now invited again as part of the Regulation 18 consultation process.

1.28 Consultation on the draft DPD is expected to take place in Spring 2022. The consultation document will be accompanied by this SA Report. This meets the requirement of Regulation 13 at the current stage that authorities with environmental responsibility and the public, shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme.

1.29 Regulation 14 requires that other EU Member States are consulted where the implementation of the plan or programme is likely to have significant effects on the environment of that country. The Local Plan is not expected to have significant effects on other EU Member States.

Taking the environmental report and the results of the consultations into account in decision-making (relevant extracts of Regulation 16)

1.30 Regulation 16 requires provision of the following information on decision-making. These requirements will be addressed after the DPD is adopted:

- When the plan or programme is adopted, the public and any countries consulted under Reg. 14 must be informed and the following made available to those so informed:
 - The plan or programme as adopted;
 - A statement summarising how environmental considerations have been integrated into the plan or programme and how the environmental report, the opinions expressed, and the results of consultations entered into have been taken into account, and the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and
 - The measures decided concerning monitoring.

Monitoring

- Regulation 17(1) requires that the responsible Authority shall monitor the significant effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action. **Chapter 6** of the SA Report proposes measures to be taken to monitor the likely significant effects of the DPD.

Structure of the SA Report

1.31 This chapter describes the background to the production of the DPD and the requirement to undertake SA. The remainder of this SA Report is structured as follows:

Chapter 2 describes the approach that is being taken to the SA of the DPD.

Chapter 3 describes the relationship between the DPD and other relevant plans, policies and programmes; summarises the social, economic and

environmental characteristics of the Garden Community area and identifies the key sustainability issues.

Chapter 4 presents the findings of the SA for the policies and options considered for the DPD including the key vision themes and masterplan options.

Chapter 5 presents the appraisal of the cumulative effects of the DPD.

Chapter 6 proposes indicators for monitoring the potential sustainability effects of the DPD.

Chapter 7 presents the conclusions of the SA of the draft DPD and describes the next steps to be undertaken.

Appendix A presents a summary of the consultation comments received in relation to the SA Scoping work to date.

Appendix B reviews national and international plans, policies and programmes of relevance to the undertaking of the SA.

Appendix C presents baseline information for the Garden Community area.

Appendix D presents an audit trail of the options considered as part of the preparation of the draft DPD and the Council's reasons for selecting or rejecting each one.

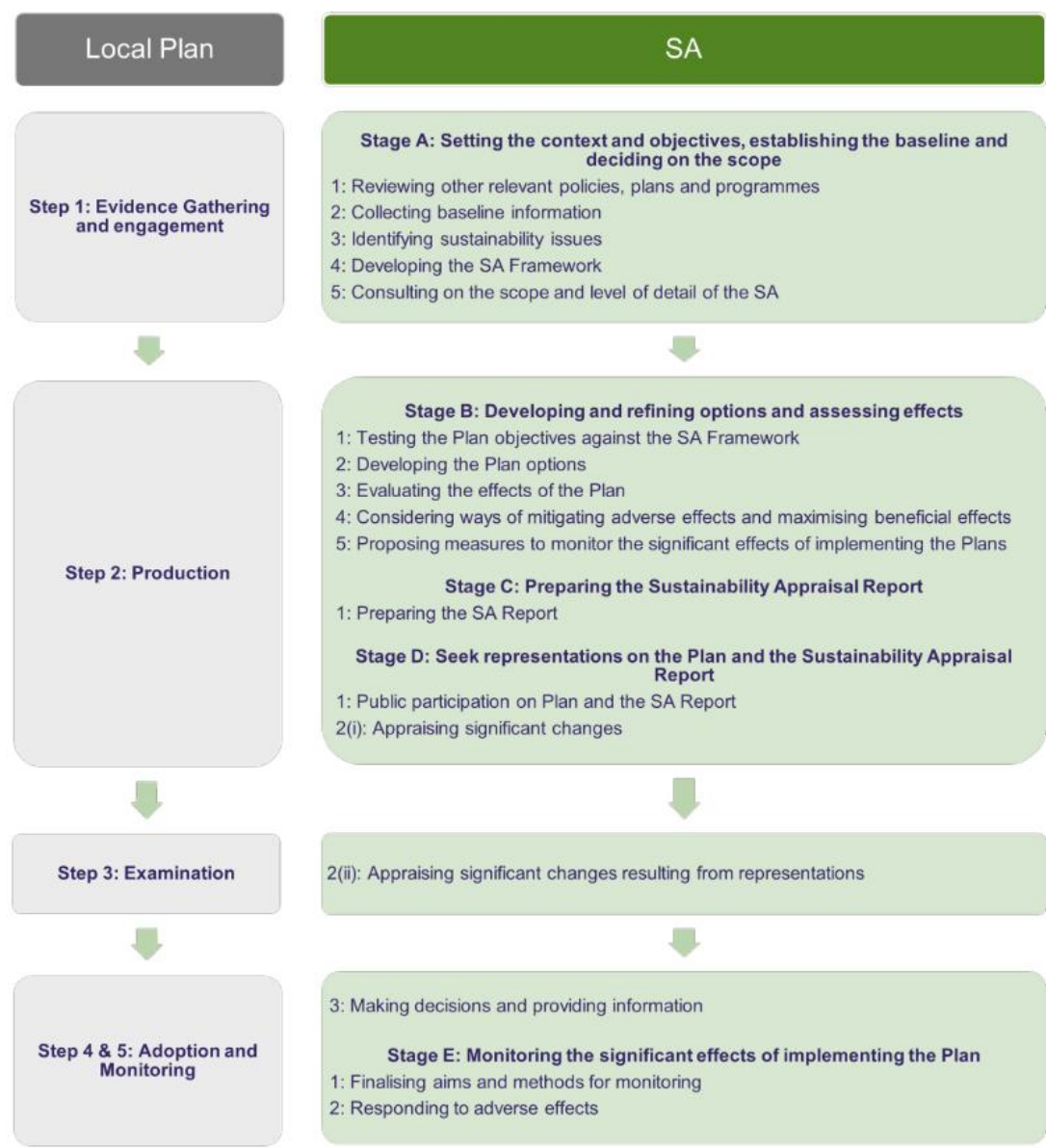
References lists the various reports and other sources of information cited in the SA Report.

Chapter 2

Methodology

2.1 In addition to complying with legal requirements, the approach being taken to the SA of the Garden Community DPD is based on current good practice and the guidance on SA/SEA set out in the Government's PPG. This calls for SA to be carried out as an integral part of the plan-making process. **Figure 2.1** sets out the main stages of the plan-making process and shows how these correspond to the SA process.

Figure 2.1: Corresponding stages in plan-making and SA



2.2 The sections below describe the approach that has been taken to the SA of the DPD to date and provide information on the subsequent stages of the process.

SA Stage A: Scoping

2.3 The Scoping stage of SA involves understanding the social, economic and environmental baseline for the plan area as well as the sustainability policy context and key sustainability issues. These are then used to inform the appraisal framework as follows.

Review other relevant policies, plans and programmes to establish policy context

2.4 The plan is not prepared in isolation; rather it is prepared within the context of other policies, plans and programmes. The SEA Regulations require the Environmental Report to describe the relationship of the plan with other relevant plans and programmes. It should also be consistent with environmental protection legislation and support the attainment of sustainability objectives that have been established at the international, national, and regional/sub-regional levels.

2.5 A review was therefore undertaken of other policies, plans, and programmes at the international, national, regional and sub-regional levels that were considered to be relevant to the scope of the DPD. This review was initially presented by the SA Scoping Report [\[See reference 5\]](#). As explained in **Chapter 1**, work on the Garden Community DPD and the accompanying SA work that took place before the 2021 adoption of the Section 1 Local Plan has been set aside. The draft Garden Community DPD being prepared for Regulation 18 consultation and this SA Report effectively represent the start of the plan-making and SA processes. However, the review of policies, plans, and programmes presented in the SA 2017 Scoping Report was independent of the content of the 2017 Issues and Options DPD and therefore remains valid as a starting point for the review presented in this SA Report, after appropriate updating as part of the preparation of this report. It is presented in **Chapter 3** and **Appendix B**.

Collect baseline information to establish sustainability context

2.6 Information on existing environmental, social and economic conditions in the plan area provides the baseline against which the plan's effects can be assessed in the SA and monitored during the plan's implementation.

2.7 Baseline information can also be combined with an understanding of drivers of change that are likely to persist regardless of the plan to understand the likely future sustainability conditions in the absence of the plan.

2.8 The SEA Regulations require the Environmental Report to describe relevant aspects of the current state of the environment and how they are likely to evolve without the plan. An understanding of this likely future, together with the assessed effects of the plan itself, allows the SA to report on the likely cumulative effects of the plan, another requirement of the SEA Regulations.

2.9 The SEA Regulations require assessment of effects in relation to the following 'SEA topics': biodiversity, population, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage (including architectural and archaeological heritage), landscape, and the inter-relationship between these. Baseline information was therefore collected in relation to the SEA topics as well as additional sustainability topics covering broader socio-economic issues such as housing, access to services, crime and safety, education and employment. This reflects the integrated approach that is being taken to the SA and SEA processes. As part of the preparation of this SA Report, the baseline information for the Garden Community area originally presented in the SA Scoping Report has also been reviewed. Similar to the approach described in relation to the review of plans, policies and programmes, the review of baseline evidence presented in the 2017 SA Scoping Report was independent of content of the 2017 Issues and Options DPD and therefore still valid as a starting point for the baseline presented in this SA Report, after appropriate updating as part of the preparation of this report. The updated baseline information for the plan area is presented in **Appendix C**.

Identify key sustainability issues

2.10 The baseline information also allows the identification of existing sustainability issues, including problems as required by the SEA Regulations.

2.11 Key sustainability issues facing the Garden Community area and an analysis of their likely evolution without the DPD are detailed in **Chapter 3**.

Develop the SA framework

2.12 Development of an SA framework is not a requirement of the SEA Regulations but is a recognised way in which the likely sustainability effects of a plan can be transparently and consistently described, analysed and compared. The SA framework comprises a series of sustainability objectives and supporting criteria that are used to guide the appraisal of the policies and proposals within a plan.

2.13 The SA Scoping Report prepared in November 2017 included an SA framework with 22 SA objectives which, at that stage, was proposed as a means of appraising the draft DPD and reasonable alternatives considered as part of the preparation of the plan. However, having undertaken a review of policies, plans, and programmes and baseline evidence of relevance to the DPD and considered the Additional Sustainability Appraisal prepared for the Section 1 Local Plan [\[See reference 6\]](#), which was published after the 2017 SA Scoping Report, it was decided that the headline SA objectives from the Additional SA of the SA of the Section 1 Local Plan provided an appropriate framework to undertake the appraisal work for the Garden Community DPD. This provides consistency with the Additional SA of the higher tier Section 1 Local Plan and avoids the potential for repeating some of the shortcomings identified with earlier SA work for the Section 1 Local Plan.

2.14 A review of other policies, plans, and programmes, together with identification of the key sustainability issues facing the Garden Community area,

has helped to inform a review of the appraisal questions (the SA assessment criteria) included in the SA framework as a means of guiding the appraisal of the DPD and reasonable alternatives against the headline SA objectives. The review work for the SA objectives involved a number of changes to the appraisal questions that appeared in the SA Framework for the Additional SA of the Section 1 Local Plan and this is explained in more detail in **Chapter 3**.

2.15 The updated and refined SA framework for the appraisal of the DPD (including changes made to the appraisal questions) is presented in **Chapter 3**.

Consult on the scope and level of detail of the SA

2.16 Public and stakeholder participation is an important element of the SA and wider plan-making processes. It helps to ensure that the SA Report is robust and has due regard for all appropriate information that will support the plan in making a contribution to sustainable development.

2.17 The SEA Regulations require the statutory consultation bodies (the Environment Agency, Historic England, and Natural England) to be consulted “when deciding on the scope and level of detail of the information that must be included” in the SA Report. The scope and level of detail of the SA is governed by the SA framework.

2.18 As noted above, as part of the restarting of the DPD preparation following the adoption of the Section 1 Local Plan, the decision was made to make use of the SA framework used for SA of that document for the appraisal of the DPD, after reviewing and amending the supporting criteria that are used to guide the appraisal of policies and proposals. As such, while consultation on the SA Scoping Report for the initial DPD work was undertaken as part of the Issues and Options consultation between 13th November 2017 and 22nd January 2018, the results of this consultation are not presented in this report as the Scoping information has been superseded by that presented in this report.

2.19 In October 2021 the Councils issued a scoping letter to the three statutory consultees seeking comment on this approach. **Appendix A** lists the comments that were received on the scope of the SA from the statutory consultees in autumn 2021 and describes how each one has been addressed in this SA Report. In light of the comments received, a number of amendments were made to the review of policies, plans, and programmes, the baseline information, key sustainability issues and the SA framework. Any further comments that the consultation bodies may have on the scope and level of detail of the SA, as set out in this report, are now invited and will be reflected in the ongoing SA process and SA report at the next stage of consultation.

SA Stage B: Developing and refining options and assessing effects

2.20 Developing options for a plan is an iterative process, usually involving a number of consultations with the public and stakeholders. Consultation responses and the SA can help to identify where there may be other 'reasonable alternatives' to the options being considered for a plan.

2.21 In relation to the SA Report, Part 3 of the SEA Regulations 12 (2) requires that:

"The report must identify, describe and evaluate the likely significant effects on the environment of—

(a) implementing the plan or programme; and

(b) reasonable alternatives, taking into account the objectives and the geographical scope of the plan or programme."

2.22 Schedule 2 (h) of the SEA Regulations requires that the Environmental Report includes a description of:

“(h) an outline of the reasons for selecting the alternatives dealt with.”

2.23 The SEA Regulations require that the alternative policies considered for inclusion in a plan that must be subject to SA are ‘reasonable’, therefore alternatives that are not reasonable do not need to be subject to appraisal. Examples of unreasonable alternatives could include policy options that do not meet the objectives of the plan or national policy (e.g. the National Planning Policy Framework (NPPF)).

2.24 The SA findings are not the only factors taken into account when determining a preferred option to take forward in a plan. Indeed, there will often be an equal number of positive or negative effects identified by the SA for each option, such that it is not possible to rank them based on sustainability performance in order to select a preferred option. Factors such as public opinion, deliverability and conformity with national policy will also be taken into account by plan-makers when selecting preferred options for their plan.

2.25 The following sections describe the process that was followed in identifying and appraising options for the DPD. The alternative options were identified by the Council based on the most up-to-date evidence and taking into account information received during consultation exercises. The stages of option development and the accompanying SA work carried out are described below.

Identifying and appraising the options for the spatial framework and policies

2.26 The SA Scoping Report (2017) was prepared to be consulted upon at the same time as the Issues and Options [\[See reference 7\]](#) version of the DPD. In

addition to reporting the usual information on the intended scope and level of detail of the SA, it also presented an appraisal of the various elements of the DPD as drafted for consultation at that stage. This included an appraisal of the vision, themes and principles and Development Concept option (i.e. the policy content in the concept as well as the site boundary).

2.27 The SA Scoping Report explained that broad boundary options relevant to the Garden Community were explored within the SA of the Section 1 Local Plans. Development Concept options were not developed within the DPD relevant to these and as such, at that stage, alternative options did not exist to the same level of detail as the Development Concept included in the Issues and Options DPD. For this reason, reasonable alternatives were not identifiable at that stage.

2.28 As explained earlier in this report, the work undertaken on the DPD in 2017 has effectively been overtaken by adoption of the Section 1 Local Plan and the current draft DPD effectively represents a restarting of the plan preparation process, rather than an evolution from the previously consulted upon options. As such, a recounting of the options presented in the previously SA work undertaken and a summary prior findings, is not included in this report.

2.29 In determining the approach for the spatial distribution of development at the Garden Community (Policy 1 in the draft DPD), the Councils, taking into account both technical evidence and the views expressed through public engagement undertook a comprehensive masterplanning process informed by work from masterplanners Prior + Partners. The work undertaken was used to arrive at and subsequently considered a range of alternative options and approaches. These included strategies that involved development expanding over a wider footprint onto land south of the A133 and/or east of the new link road as well as development at the lower and higher end of the 7,000 to 9,000 home range set out in the adopted Section 1 Local Plan.

2.30 The Councils also considered different ways of accommodating higher and lower densities of development across different parts of the site, alternative approaches to 'green buffers' around the edge of the site and different

approaches to accommodating 'centres', identifying locations for employment and routing the Rapid Transit System through the site. The Councils also considered different approaches to recognising the special character of Crockleford Heath, and different levels of protection that could be given to the land and property in that area.

2.31 Appendix D of this report presents an audit trail of the options presented in the draft DPD and the reasons for selecting or rejecting each option for inclusion in that document.

SA Stage C: Preparing the Sustainability Appraisal Report

2.32 This SA Report describes the process that has been undertaken to date in carrying out the SA of the DPD. It sets out the SA findings for the policy approaches in the DPD document as well as the reasonable alternative policy options considered. Likely significant effects, both positive and negative, have been presented, taking into account the likely secondary, cumulative, synergistic, short, medium and long-term and permanent and temporary effects.

2.33 The SA findings are set out in **Chapter 4** and **Chapter 5** of this SA Report along with information on how other policies within the DPD or the Section 1 Local Plan may help to mitigate negative effects and maximise the benefits of the policy options.

SA Stage D: Consultation on the DPD and the SA Report

2.34 Information about consultation on the SA that has already taken place at earlier stages of plan-making has been provided above. The Councils are now

inviting comments on the Draft Tendring Colchester Borders Garden Community DPD. The SA Report is being published on the Council's website at the same time as the Council is consulting on the DPD, so that the two documents can be read in parallel. Consultation comments received on this SA Report will be taken into account at the next stage of the SA and associated DPD preparation.

SA Stage E: Monitoring implementation of the Local Plan

2.35 Draft recommendations for monitoring the likely significant social, environmental and economic effects of implementing the DPD are included in **Chapter 6** of this SA Report and these will be updated as appropriate during later stages of the SA.

Appraisal methodology

2.36 Reasonable alternative options for the spatial framework of development and policies included in the DPD document were appraised against the SA objectives in the SA framework (see **The SA framework** in **Chapter 3**), with symbols being attributed to each option to indicate its likely effects on each SA objective as shown in. Where a potential positive or negative effect is uncertain, a question mark was added to the relevant symbol (e.g. +? or -?) and the symbol was colour coded in line with the potential positive, negligible or negative effect (e.g. green, yellow, orange, etc.).

2.37 The likely effects of options need to be determined and their significance assessed, which inevitably requires a series of judgments to be made. The appraisal has attempted to differentiate between the most significant effects and other more minor effects through the use of the symbols shown in **Table 2.1**. The dividing line in making a decision about the significance of an effect is often quite small. Where either (++) or (--) has been used to distinguish significant

effects from more minor effects (+ or -) this is because the effect of an option or policy on the SA objective in question is considered to be of such magnitude that it will have a noticeable and measurable effect taking into account other factors that may influence the achievement of that objective.

Table 2.1: Key to symbols and colour coding used in the SA

Symbol and	Description
++	Significant positive effect likely.
++/-	Mixed significant positive and minor negative effects likely.
+	Minor positive effect likely.
+/-	Mixed minor effects likely.
++/--	Mixed significant effects likely.
-	Minor negative effect likely.
--/+	Mixed significant negative and minor positive effects likely.
--	Significant negative effect likely.
0	Negligible effect likely.
?	Likely effect uncertain.

Difficulties and data limitations

2.38 The SEA Regulations, Schedule 2(8) require the Environmental Report to include:

“...a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.”

2.39 A number of difficulties and limitations arose in the course of the SA as follows:

- Much of the baseline information (see Chapter 3 and Appendix C) which was used to inform the appraisal of the draft DPD was based on data from the 2011 census. This information is now relatively out of date but is still the most reliable source of information for many topics. As new information is made available from the 2021 census this will be used to inform updates to the baseline for the IIA.
- The reasonable alternatives identified by the Council for the policies in the draft DPD and those inferred from the consultation questions included in that document were not worked up to the same level of detail as the policies themselves. As such the same level of detail could not be included for the appraisal of reasonable alternatives.

Chapter 3

Sustainability Context

Introduction

3.1 Schedule 2 of the SEA Regulations requires information on (numbering relates to the specific numbered list in Schedule 2):

1. “an outline of the contents and main objectives of the Plan and its relationship with other relevant plans or programmes” and
5. “the environmental protection objectives established at International, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation”.

3.2 An outline of the DPD was provided in **Chapter 1**. The SEA Regulations require the SA Report to describe the environmental protection objectives established at international and national levels (and how these have been taken into account in plan preparation/appraisal). This requirement is addressed through the remainder of this chapter with more detail provided for international and national plans and programmes of most relevance provided in **Appendix B**. For lower tier plans and programmes, SEA Regulations require the SA Report to include an outline of the relationship of the DPD to these. This requirement is addressed later in this chapter.

Relationship with other relevant plans or programmes

3.3 The DPD is not prepared in isolation and must be in conformity with a range of international, national and sub-national plans and programmes. The document needs to be consistent with international and national guidance and strategic planning policies and should contribute to the goals of a wide range of other programmes and strategies, such as those relating to social policy, culture and heritage. It must also conform to environmental protection legislation and the sustainability objectives established at an international, national and regional level. It should be noted that the policy context is inherently uncertain as the current framework outlined here is likely to change in response to a number of key factors:

- **Brexit** – Following the United Kingdom's (UK) departure from the European Union (EU) on 31 January 2020, it entered a transition period which ended on 31 December 2020. Directly applicable EU law now no longer applies to the UK and the UK is free to repeal EU law that has been transposed into UK law.
- **COVID-19** – The COVID-19 pandemic has led to far-reaching changes to society in the UK and around the world. Which of these changes will continue in the long term is unknown and will depend on a variety of factors. Potential implications for planning and development include Government measures to re-start the economy via support for housebuilding and infrastructure development; changes to permitted development rights; increased remote working and reduced commuting and related congestion and air pollution; increased prioritisation of walking and cycling over public transport; and increasing pressure to ensure satisfactory living standards are set and enforced.
- **Planning for the Future White Paper** – The August 2020 consultation sets out proposals for the reform of the planning system in England, covering plan-making, development management, development contributions, and other related policy proposals. Potential implications include reducing the period of a Local Plan period to 10 years; a move towards a zonal

planning system with areas of England allocated as either Growth Areas; Renewal Areas or Protected Areas; and the abolition of Community Infrastructure Levy (CIL) and Section 106.

3.4 It is also likely that UK and sub-national climate change policy will change as public awareness and prioritisation of the threat of climate change grows, as illustrated by the increasing number of local authorities, including Colchester Borough and Tendring District, that have declared a climate emergency.

International

3.5 Former EU Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment (the 'SEA Directive') and Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the 'Habitats Directive') were transposed into the Strategic Environmental Assessment (SEA) Regulations [\[See reference 8\]](#) and Habitats Regulations . [\[See reference 9\]](#) Following the UK's departure from the EU, these Regulations still apply and require environmental assessment processes to be undertaken in relation to the DPD . These processes should be undertaken iteratively and integrated into the production of the plan in order to ensure that any potential negative environmental effects (including on European-level nature conservation designations) are identified and can be mitigated.

3.6 There were also a wide range of other EU Directives relating to issues such as water quality, waste and air quality, most of which are transposed into UK law through Acts, Regulations and national-level policy. The UK has now fully left the EU and therefore EU Directives no longer apply to the UK. The relevant Regulations are discussed in **Appendix B**.

National

3.7 There is an extensive range of national policies, plans and programmes that are of relevance to the DPD and SA process. A pragmatic and proportionate approach has been taken with regards to the identification of key national policies, plans and programmes, focusing on those that are of most relevance. A summary of the main objectives of the NPPF and PPG of relevance to DPD and SA is provided below. In addition, the main sustainability objectives of other national plans and programmes which are of most relevance for the DPD and SA are provided in **Appendix B**.

The National Planning Policy Framework and Planning Practice Guidance

3.8 The NPPF [\[See reference 10\]](#) is the overarching planning framework which provides national planning policy and principles for the planning system in England. The NPPF was originally published in March 2012, revised in July 2018, updated in February 2019 and again in July 2021. The most recent update to the NPPF places an increased focus on design quality. This includes for sites as well as for places as a whole. The terminology included in the Framework on protecting and enhancing the environment and promoting a sustainable pattern of development has been revised. Furthermore, revisions are included in relation to policies which address opting out of permitted development, the use of masterplans and design codes and the important contribution of trees in new developments.

3.9 The NPPF states that in addition to being positively prepared, justified and effective, plans will be considered sound if they are capable of:

“enabling the delivery of sustainable development in accordance with the policies in (the) Framework.”

3.10 In addition to contributing to the achievement of sustainable development the NPPF also requires plans to be prepared positively in a way that is ‘aspirational but deliverable’. This means that opportunities for appropriate development should be identified in order to achieve net gains across the three overarching objectives of sustainable development: that is to say achieving the economic, social and environmental objectives of the planning system. Significant adverse impacts on these objectives should be avoided however and, where possible, alternative options which reduce or eliminate these types of impacts should be taken forward. Where this is not possible mitigation followed by compensatory measures should be pursued.

3.11 National policy within the NPPF of most relevance to the DPD has been summarised below.

3.12 The Government has also set out long term goals for managing and improving the environment in its 25 Year Environment Plan [\[See reference 11\]](#). The document seeks to influence planning at a local level and therefore will be relevant to the scope of the SA and production of the DPD. Reference has been included within each topic below to the relevant text from the environment plan.

3.13 Additionally, the Environment Act 2021 [\[See reference 12\]](#) introduced statutory requirements in relation to biodiversity net gain, as described in the Biodiversity section below.

Population growth, health and well-being

3.14 The NPPF includes as part of its social objective the promotion of “strong, vibrant and healthy communities” by:

- “ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and
- by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being.”

3.15 Ultimately planning policies and planning decision making should “aim to achieve healthy, inclusive and safe places”.

3.16 The document states that strategic policies should set out the pattern, scale and quality of development and make sufficient provision for “housing (including affordable housing) ... [as well as] community facilities (such as health, education and cultural infrastructure)”. Policies should reflect “the size, type and tenure of housing needed”. This policy approach is to include but should not be limited to housing requirements relating to affordable homes, families with children, older people, students, people with disabilities, service families, travellers, those who rent their homes and people wishing to commission the construction of their own homes. At major developments providing new housing planning policies and decisions should expect at least 10% of new provision to be delivered for affordable home ownership subject to conditions and exemptions.

3.17 To help to diversify opportunities for builders, promote a better mix of site sizes and increase the number of schemes that can be built-out quickly to meet housing need, the NPPF states that at least 10% of the sites allocated for housing through a local authority’s plan should be on sites no larger than one hectare unless it can be demonstrated that there are strong reasons why this target cannot be achieved.

3.18 Where there is an identified need, development of sites not already allocated for housing to provide entry-level homes suitable for first-time buyers is to be supported by local planning authorities unless such need is already to be met at other locations within the authority area. These sites should comprise of entry-level homes that offer one or more types of affordable housing.

3.19 The document also promotes a theme of enhancing healthy and safe communities which is to be achieved by creating places which “promote social interaction (and) enable and support healthy lifestyles”.

3.20 As part of this approach social, recreational and cultural facilities and services that the community needs should be provided guided by planning policies which:

- “plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services;
- support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;
- guard against the unnecessary loss of valued facilities and services.”

3.21 Plan making through the guidance of the NPPF recognises the important role of access to open spaces and other facilities which provide opportunities for sport and physical activity has in terms of health and well-being of communities. The importance of delivering a sufficient choice of school places to meet the needs of existing and new communities is also recognised in the document and local planning authorities should take a “proactive, positive and collaborative approach to meeting this requirement”.

3.22 The NPPF also sets out that the standard method provided in national planning guidance should be used to undertake a local housing need assessment identifying the minimum number of homes needed. Unmet need from neighbouring areas will also need to be taken into account as part of the calculation. The Housing Delivery Test Measurement Rule Book [\[See reference 13\]](#) sets out how the measurement of housing delivery in the area of relevant plan-making authorities is calculated. It should be noted that the housing requirements for Colchester and Tendring have been established through the examination and adoption of the Section 1 Local Plan – but that these requirements will be the subject of ongoing review as the Councils’ shared and individual Local Plans are, themselves, reviewed.

3.23 A Green Future: Our 25 Year Plan to Improve the Environment sets out goals for improving the environment over the next 25 years. It details how the Government will work with communities and businesses to leave the

environment in a better state than it is presently. The document identifies six key areas upon which action will be focused. Those of relevance to the topics of population growth, health and well-being are using and managing land sustainably; and connecting people with the environment to improve health and well-being. These two key areas are of relevance to the DPD as follows:

- Using and managing land sustainably:
 - Embed an 'environmental net gain' principle for development, including housing and infrastructure.
- Connecting people with the environment to improve health and well-being:
 - Help people improve their health and well-being by using green spaces including through mental health services.
 - Encourage children to be close to nature, in and out of school, with particular focus on disadvantaged areas.
 - 'Green' our towns and cities by creating green infrastructure and planting one million urban trees.
 - Make 2019 a year of action for the environment, working with Step Up To Serve and other partners to help children and young people from all backgrounds to engage with nature and improve the environment.

Economy

3.24 The **NPPF** contains an economic objective to “help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity”.

3.25 It also requires that planning seeks to “create the conditions in which businesses can invest, expand and adapt” with policies required to “set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth”. Policies addressing the economy should also

seek “to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment”.

3.26 Planning policies are also required specifically to address support for the rural economy. Sustainable growth and expansion of all types of business and enterprise in rural areas should be supported, both through conversion of existing buildings and well-designed new buildings, while the diversification of the rural economy and promotion of sustainable rural tourism and leisure developments is also supported.

3.27 The NPPF also supports the role of town centres as functioning at the heart of local communities. This support is required to provide for a “positive approach to [town centres’] growth, management and adaptation”. Included within this support is a requirement to “allocate a range of suitable sites in town centres to meet the scale and type of development needed, looking at least ten years ahead”.

Transport

3.28 The NPPF requires that “transport issues should be considered from the earliest stages of plan-making”. The scale, location and density of development should reflect “opportunities from existing or proposed transport infrastructure”. To help reduce congestion and emissions, improve air quality and public health the planning system should focus significant development “on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes”. The framework also requires that planning policies support an appropriate mix of uses across an area to further help reduce the need to travel as well as the provision of high-quality walking and cycling network.

3.29 While the framework promotes the use and development of sustainable transport networks it also requires that “where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport

choice and realise opportunities for large scale development” should be identified and protected.

Air, land and water quality

3.30 The NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued soil and the economic and other benefits of the best and most versatile agricultural land. Policies should also prevent new and existing development from “contributing to, being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability”.

3.31 The document also requires that strategic policies should seek to make the most effective use of land in meeting local requirements making as much use as possible of previously-developed or ‘brownfield’ land. Furthermore, policies should “support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land”.

3.32 The NPPF also sets out an approach to help ensure that there is a sufficient supply of minerals to enable the provision of the infrastructure, buildings, energy and goods needed in England. To this end, planning policies should provide for the extraction of mineral resources of local and national importance and safeguard locations of specific minerals resources of local and national importance. The approach set out in the NPPF also includes encouraging the prior extraction of minerals, if it is necessary for non-minerals development to occur, where practical and environmentally feasible.

3.33 A Green Future: Our 25 Year Plan to Improve the Environment **[See reference 14]**: Of the key areas in the document around which action will be focused, those of relevance in terms of the protection of air, land and water quality are using and managing land sustainably; recovering nature and enhancing the beauty of landscapes; and increasing resource efficiency, and

reducing pollution and waste. The three key areas of relevance to the DPD are as follows:

- Using and managing land sustainably:
 - Embed a 'net environmental gain' principle for development, including natural capital benefits to improved and water quality.
 - Protect best agricultural land.
 - Improve soil health and restore and protect peatlands.
- Recovering nature and enhancing the beauty of landscapes:
 - Respect nature by using our water more sustainably.
- Increasing resource efficiency and reducing pollution and waste:
 - Reduce pollution by tackling air pollution in our Clean Air Strategy and reduce the impact of chemicals.

Climate change adaptation and mitigation

3.34 The **NPPF** contains as part of its environmental objective a requirement to mitigate and adapt to climate change, “including moving to a low carbon economy”. The document also states that the “planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change”. To achieve these aims new development should be planned to ensure appropriate adaptation measures are included (including green infrastructure) and should be designed, located and orientated as to help to reduce greenhouse gas emissions.

3.35 The revised framework also requires that development is directed away from areas which are at highest existing or future risk of flooding. Where development is required in such areas, the “development should be made safe for its lifetime without increasing flood risk elsewhere”. The NPPF also states that all major development and development in areas at risk of flooding should incorporate sustainable drainage systems.

3.36 In relation to coastal change in England planning policies and decisions should take account of the UK Marine Policy Statement and marine plans. Furthermore, plans should “reduce risk from coastal change by avoiding inappropriate development in vulnerable areas and not exacerbating the impacts of physical changes to the coast”.

3.37 A Green Future: Our 25 Year Plan to Improve the Environment [See reference 15]: The key areas in the document of relevance in terms of responding to climate change are using and managing land sustainably; and protecting and improving our global environment. Actions that will be taken as part of these two key areas are as follows:

- Using and managing land sustainably:
 - Take action to reduce the risk of harm from flooding and coastal erosion including greater use of natural flood management solutions.
- Protecting and improving our global environment:
 - Provide international leadership and lead by example in tackling climate change and protecting and improving international biodiversity.

Biodiversity

3.38 A further requirement of the **NPPF’s** environmental objective is that the planning system should contribute to protecting and enhancing the natural environment including helping to improve biodiversity, and using natural resources prudently. In support of this aim the framework states that local planning documents should “identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks” and should also “promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity”.

3.39 The framework requires that plans should take a strategic approach in terms of “maintaining and enhancing networks of habitats and green

infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries”.

3.40 A Green Future: Our 25 Year Plan to Improve the Environment [See reference 16]: The key areas in the document of relevance in terms of the protection and promotion of biodiversity are recovering nature and enhancing the beauty of landscapes; securing clean, productive and biologically diverse seas and oceans; and protecting and improving our global environment. Actions that will be taken as part of these three key areas are as follows:

- Recovering nature and enhancing the beauty of landscapes:
 - Develop a Nature Recovery Network to protect and restore wildlife, and provide opportunities to re-introduce species that have been lost from the countryside.
- Securing clean, healthy, productive and biologically diverse seas and oceans:
 - Achieve a good environmental status of the UK’s seas while allowing marine industries to thrive, and complete our economically coherent network of well-managed marine protected areas.
- Protecting and improving our global environment:
 - Provide international leadership and lead by example in tackling climate change and protecting and improving international biodiversity.
 - Support and protect international forests and sustainable agriculture.

3.41 Additionally, the Environment Act 2021 [See reference 17] introduced a requirement that all applications for the development of land will have to deliver a 10% biodiversity net gain above the ecological baseline for the application site. The Act also introduced Local Nature Recovery Strategies, which will guide the delivery of biodiversity net gain projects. The spatial extent of strategies is to be determined by the Secretary of State. The implementation of these new initiatives will help to ensure that new development contributes towards the delivery of net gains in biodiversity, so that the environment, across the DPD area and surroundings, is improved as the Garden Community is built out. The

requirements of the Environment Act will come into force in 2023 following a two-year transition period to enable local planning authorities, developers and others to prepare for the proposed requirement.

Historic environment

3.42 Of relevance to the approach of the planning system to the historic environment the **NPPF** contains an environmental objective to contribute to the protection and enhancement of the built and historic environment. The document also sets out a strategy to seek “the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay and other threats”. Such a strategy is required to take into consideration the desirability of sustaining and enhancing the significance of heritage assets and bringing them into viable use.

3.43 It should also take into account the wider benefits of conserving the historic environment, the contribution new development can make in terms of character and distinctiveness and the opportunity for the historic environment to contribute to this character and distinctiveness. Local authorities should also maintain or have access to a historic environment record which is to be supported by up to date evidence.

Landscape

3.44 The Local Plan will be required to have consideration for the conservation and enhancement of landscape character. The NPPF includes as part of its approach to protecting the natural environment, recognition for the intrinsic character and beauty of the countryside, and the wider benefits to be secured from natural capital and ecosystem services. Importantly, great weight is to be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty.

3.45 As part of the approach to achieving well-designed places the **NPPF** states that planning policies and decisions should ensure that developments “are sympathetic to local character and history, including the surrounding built environment and landscape setting”.

3.46 A Green Future: Our 25 Year Plan to Improve the Environment [See reference 18]: The key area in the document of relevance in terms of the conservation and enhancement of landscape character is recovering nature and enhancing the beauty of landscapes. Actions that will be taken as part of this key area are as follows:

- Working with AONB authorities to deliver environmental enhancements.
- Identifying opportunities for environmental enhancement of all England’s Natural Character Areas, and monitoring indicators of landscape character and quality.

Sub-national plans, policies and programmes

3.47 Below the national level there are further plans and programmes which are of relevance to the Local Plan and SA process. These plans and programmes sit mostly at the sub-regional, county and local authority level. Importantly this includes the Section 1 Local Plan for North Essex and Tendring Section 2 Local Plan, as well as the adopted Local Plan for Colchester comprising the Core Strategy, Site Allocations DPD and Development Policies DPD. These documents set the planning policy direct for both local authority areas. The Colchester Section 2 Local Plan is currently being examined and will replace the existing Local Plan for the Borough once adopted.

3.48 Colchester Economic Development Strategy 2015 to 2021 and Tendring District Council Economic Strategy 2020-24 support job creation, business development, sustainable growth and inward investment across both local authority areas. Pathways for reducing emissions across both local authorities

and to commit the councils to achieve net zero by 2030 are set out in the Tendring Climate Emergency Action Plan 2020-2023 and Colchester Borough Council Climate Emergency Action Plan 2021-23.

3.49 At a county level, the Essex Minerals Local Plan, Essex and Southend-on-Sea Waste Local Plan and Essex Local Transport Plan set the approach for minerals extraction and safeguarding, waste sites and transport in the DPD area. The vision and objectives for the delivery of green infrastructure across Essex are set out in the Essex Green Infrastructure Strategy 2020.

Baseline information

3.50 Baseline information provides the context for assessing the sustainability of the DPD. It also provides the basis for identifying trends, predicting the likely effects of these documents and monitoring its outcomes. The requirements for baseline data vary widely, but it must be relevant to environmental, social and economic issues, be sensitive to change and should ideally relate to records which are sufficient to identify trends.

3.51 Schedule 2 of the SEA Regulations requires data to be gathered on biodiversity, population, human health, flora, fauna, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the inter-relationship between the above factors. As an integrated SA and SEA is being carried out, baseline information relating to other sustainability topics has also been included; for example, information about housing, education, transport, energy, waste and economic growth. As with the review of relevant plans, policies and programmes, a small number of amendments have been made to the baseline information since it was originally presented in the SA Scoping Report in 2017 in order to update it, drawing on the most recent evidence sources. The updated baseline information is presented in **Appendix C**.

Key sustainability issues

3.52 The updated review of plans, policies and programmes and baseline information reviews was used to identify the key sustainability issues relevant to the plan area.

3.53 In recognition of the SEA Regulation requirement (Schedule 2) that the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme must be described in the Environmental Report, the section below describes the likely evolution of each key sustainability issue if the DPD was not to be adopted and development at the site is delivered only in line with the existing, adopted local and national policy.

Economy

Economy: description of sustainability issue and supporting evidence

3.54 The broad area is predominantly rural i.e. comprising open countryside, rural buildings and scattered dwellings but is in close proximity to the University of Essex, Colchester town with the A120 and A133 passing through the area to the north and south respectively.

3.55 There are significant economic 'anchors' in the wider vicinity such as the University of Essex and employment provision at the Hythe; however links need to be made to utilise these.

State of environment in absence of the plan

3.56 Despite emerging policy aiming to ensure services and facilities are integrated into the Garden Community as expected by the Strategic Section 1 Local Plan, the Plan can ensure that sufficient retail and employment premises are integrated into any new community through an effective framework regarding the eventual form of the development. The Plan can ensure that provision will be planned to complement, rather than displace, existing local service provision in the town of Colchester. This may not be the case in the absence of the Plan.

Economy: description of sustainability issue and supporting evidence

3.57 The site is close to the established employment centre of Colchester and notable the University of Essex at the site's southern boundary. The site has good access to Harwich Port (part of Freeport East) to the east via the A120 which will be improved following construction of the A133/A120 link road.

State of environment in absence of the plan

3.58 The growth of the University of Essex will also provide an opportunity for the Garden Community to capture future associated employment growth. Utilising the existing strengths of the existing employment providers and centres is a key opportunity for the Garden Community. The Plan can facilitate this opportunity, which perhaps would not be realised through alternative development approaches.

Economy: description of sustainability issue and supporting evidence

3.59 Jobs linked to homeworking will be physically associated with the homes of residents and therefore also on site; in relation to these jobs, the design of housing will be crucially important (The North Essex Garden Communities Employment & Demographic Studies (SQW / Cambridge Econometrics 2017)). Updated evidence on the economic potential of the Garden Community is being produced which may feed into the SA at the next stage.

State of environment in absence of the plan

3.60 The planning of the Garden Community provides a unique opportunity to deliver truly innovative forms of emerging utility-related technologies, including but not limited to state of the art telecommunications infrastructure which could provide an ultra-fast broadband service for existing and future residents. This could otherwise not be forthcoming within the Garden Community in the absence of the Plan.

Economy: description of sustainability issue and supporting evidence

3.61 The COVID-19 pandemic has had a dramatic effect on the number of people claiming out-of-work benefits and commuting/working patterns, in addition to issues related to increasing pressures on recreation and open spaces and the supply of housing.

State of environment in absence of the plan

3.62 In addition to providing an opportunity to capture future employment growth, the Garden Community provides the opportunity to support the delivery of development that supports home working in Tendring and Colchester. This may include the incorporation of appropriate internal space provision at new homes and securing infrastructure to provide an ultra-fast broadband. This could otherwise not be forthcoming within the Garden Community in the absence of the Plan.

Health

Health: description of sustainability issue / supporting evidence

3.63 Public access to natural greenspace (ANGSt) is an issue within the wider area, although the site borders the Salary Brook nature reserve to the west. Access to natural greenspace will be of importance to promote more active and healthier lifestyle choices among residents at the Garden Community and in the surrounding areas.

State of environment in absence of the plan

3.64 The Plan has the opportunity to suitably include accessible natural green space throughout the design and layout of the Garden Community. This might not be the case in the absence of a plan-led approach, or otherwise not be given due weight in favour of marketable land uses.

Health: description of sustainability issues / supporting evidence

3.65 Tendring District is the most deprived authority within the County of Essex. Life expectancy is 11.7 years lower for men and 10.5 years lower for women in the most deprived areas of Tendring than in the least deprived areas. Furthermore, life expectancy is 8.6 years lower for men and 8.0 years lower for women in the most deprived areas of Colchester than in the least deprived areas.

State of environment in absence of the plan

3.66 In essence, the development of a Garden Community will provide housing, employment, more local facilities and greenspace within Tendring and Colchester. Therefore, the Plan has the opportunity to improve the surrounding communities giving them greater access to essential infrastructure. In the absence of the Plan, it cannot be certain whether this would be forthcoming.

Health: description of sustainability issue / supporting evidence

3.67 There are no existing GP surgeries within the Garden Community area, the closest being in the surrounding villages and town of Colchester. Serving specific communities, the capacities of these facilities are unlikely to cumulatively serve the Garden Community. This is unless the provision of primary healthcare is delivered in alternative ways, as currently being advocated by the NHS – such as digital channels and through minimising the causes of ill health through the incorporation of Health Towns principles within the Garden Community.

State of environment in absence of the plan

3.68 In facilitating inclusive facilities, the Plan can ensure that a new Garden Community can incorporate premises for local centres, flexible community space that can be utilised for health services, sports provision and opportunities for active travel. In the absence of the Plan, it cannot be certain whether this would be forthcoming.

Housing

Housing: description of sustainability issue / supporting evidence

3.69 There is a need for affordable housing to meet projected requirements for Tendring and Colchester.

State of environment in absence of the plan

3.70 The Plan can help to ensure the provision of affordable housing, in significant numbers, as part of the mix of development in a comprehensively planned new settlement. It is noted that the Section 1 Plan includes the requirement for the delivery of 30% affordable homes at the Garden Community, however, the inclusion of this requirement in the DPD will provide greater certainty in relation to the achievement of this delivery.

3.71 This can be considered comparatively unlikely to be forthcoming without a plan led approach – leaving an ongoing shortfall that would need to be addressed through alternative means outside of the Garden Community.

Housing: description of sustainability issue / supporting evidence

3.72 Suitable Gypsy and Traveller accommodation proposals have not been forthcoming through the Local Plan call-for-sites mechanisms of Colchester Borough and Tendring District Councils to meet longer-term post 2033 needs.

State of environment in absence of the plan

3.73 The Section 1 of Colchester and Tendring's Local Plan includes Policy SP8 which ensures that Garden Community in this location would require accommodation provision of Gypsy and Travellers. The Garden Community Plan can ensure that such provision is located with the interests of the envisaged new community in mind.

Biodiversity

Biodiversity: description of sustainability issue / supporting evidence

3.74 The broad area contains a SSSI (Bullock Wood) which is likely to require sensitive consideration in regard to preservation and enhancement.

3.75 The Local Nature Reserves of Salary Brook and Welsh Wood are in close proximity to / within the broad area.

3.76 There are existing natural landscape and ecological features within the site such as Salary Brook, Welsh Wood, woodland, ancient woodland and a network of intact hedgerows and associated veteran trees, land drains and ditches.

State of environment in absence of the plan

3.77 A plan-led approach to strategic development can ensure that existing features of biodiversity are protected and integrated into the Garden Community's green infrastructure. Comparatively, this is less likely to be the case through more traditional strategic development approaches.

Biodiversity: description of sustainability issue / supporting evidence

3.78 As identified within the HRA of the Strategic Section 1 (and the Section 2 Local Plans), a Recreational disturbance Avoidance and Mitigation Strategy (RAMS) will be needed to ensure that the level of growth does not have likely significant effects on Natura 2000.

State of environment in absence of the plan

3.79 The relationship between areas of biodiversity interest and human activity through recreation are often incompatible in terms of wildlife conservation. A plan led approach can ensure that such management and the identification of land for recreational purposes is ensured. However, both Colchester and Tendring Councils have adopted the Essex Coast RAMS approach which identifies a programme of measures to mitigate the impact of projected development on protected areas. The Councils have the means of securing financial contributions towards these measures.

Landscape

Landscape: description of sustainability issue / supporting evidence

3.80 Natural England's National Character Area Profile: Northern Thames Basin, in which this area lies, indicates that the rural urban fringe should be conserved and enhanced through the spatial planning process and through good design in development. despite this, the topography of the land indicates benefits to the proposals in the form of integrating development into a natural context.

3.81 There are existing natural landscape and ecological features within the site such as Salary Brook, Welsh Wood, woodland, ancient woodland and a network of intact hedgerows and associated veteran trees, land drains and ditches.

State of environment in absence of the plan

3.82 A plan-led Garden Community can ensure that sensitive natural features are integrated, protected and enhanced through a framework approach to design and layout. This is not unique to Garden Communities and can be expected to be ensured through more traditional approaches to development.

Landscape: description of sustainability issue / supporting evidence

3.83 There are a number of sensitive receptors associated with the surrounding area and large scale development has the potential to impact on the rural character of the small settlements surrounding and within the site.

State of environment in absence of the plan

3.84 A plan-led Garden Community, adhering to Garden City principles and the Garden Community Charter, can ensure better integration of development within the open countryside. This would otherwise be less likely to be the case through more traditional development approaches.

Soil quality

Soil quality: description of sustainability issue / supporting evidence

3.85 The Garden Community site area contains Grade 1 Agricultural Land (determined 'excellent' by Natural England) along much of the eastern boundary.

State of environment in absence of the plan

3.86 The loss of agricultural land is inevitable through any strategic scale development. In the absence of the Plan, it can be considered likely that there would be a similar loss of such land. Given the scale of the growth associated with the Garden Community, it is unlikely that the development could occur entirely on brownfield within Tendring and Colchester.

Education and skills

Education and skills: description of sustainability issue / supporting evidence

3.87 In Colchester, there are longer term forecasted capacity issues relating to primary school reception places in the areas of Colchester north, Colchester southwest and Stanway, Wivenhoe and Colchester rural south. There is an identified expected shortfall in secondary school Year 7 capacity in Colchester in 2023/24. However, there is no identified shortfall in the forecasted capacity for 2021/22 and 2022/23 as well as for all years forecasted after 2023/24. There is less forecasted secondary school Year 7 capacity in Thurstable with expected shortfalls in many of the upcoming reporting years up to 2030.

3.88 In Tendring, there are longer term forecasted capacity issues relating to primary school reception places in the areas of Little Clacton / Tendring / Thorpe / Weeley, Brightlingsea / Elmstead and Frinton / Walton. There is also an identified expected shortfall in secondary school Year 7 capacity in Tendring in the areas of Clacton, Colne, Harwich and Manningtree and surroundings across many of the upcoming reporting years up to 2030 **[See reference 19]**.

State of environment in absence of the plan

3.89 A plan led approach enables an ‘infrastructure first’ approach to delivering the Garden Community, through effective working with the commissioning authority. It is more likely that a less holistic approach to ensuring adequate school capacity would result in the absence of the Plan.

Climate and energy consumption

Climate and energy consumption: description of sustainability issue / supporting evidence

3.90 Both Councils have declared a Climate Emergency.

3.91 UKCP18 is the latest generation of national climate projections for the United Kingdom and outlines the most recent scientific evidence on projected climate changes. This enables the LPA to plan for projected climate changes. UKCP18 includes projections based on difference scenarios. The headline projections under all scenarios are:

- By the end of the 21st century, all areas of the UK are projected to be warmer, more so in summer than in winter.
- Rainfall patterns across the UK are not uniform and vary on seasonal and regional scales and will continue to vary in the future.
- Future climate change is projected to bring about a change in the seasonality of extremes.
- Future increases in the intensity of heavy summer rainfall events. For urban areas particularly, this will impact on the frequency and severity of surface water flooding.

3.92 We can continue to expect increases to extreme coastal water levels driven mainly by increases in mean sea level rise, although we cannot rule out additional changes in storm surges. Regarding CO2 emission reductions, Colchester has a higher percentage than the Essex average at 18.6% respectively. Tendring has one of the lowest reductions in CO2 emissions relative to the 2005 data of all the Districts in Essex at just 11.5%.

State of environment in absence of the plan

3.93 While the delivery of new development is likely to have adverse effects relating to climate change in the short term as construction occurs and sites users need to travel to the area, the provision of the Garden Community offers a significant opportunity for the utilisation of renewable energy sources and the introduction of higher building standards for energy efficiency. The Plan can ensure that renewable energy generation and energy efficiency measures are included within the development that would otherwise be unlikely to be integrated in its absence.

Access

Access: description of sustainability issue / supporting evidence

3.94 Colchester Borough's self- containment rate (share of residents who also work within the Borough) was 69% in 2011, with 24,850 employed residents leaving the Borough to work. Of these 25% go to Greater London, 15% to Tendring District, 15% to Braintree District and 10% to Chelmsford City.

State of environment in absence of the plan

3.95 A plan-led approach, together with the delivery model of the Garden Community, can ensure the integration of rapid transit. It is unlikely that this would be ensured through any planning application without such a requirement either physically or through sufficient contributions. It is noted that there is an award of Housing Infrastructure Fund funding to deliver works for rapid transit. However, it may be that the award would be withdrawn if there was no plan in place to give additional certainty about the housing the funding is to enable.

Access: description of sustainability issue / supporting evidence

3.96 There are highway network efficiency issues on a number of strategic inter-urban routes which are operating at or near to capacity.

State of environment in absence of the plan

3.97 It is considered that the Plan can ensure an appropriate level of services and facilities and the incorporation of methods of active travel and rapid transit at the site. This can ensure that residents take fewer trips outside the Garden Community for convenience shopping and day to day needs. This can offset traffic implications on existing roads as much as possible. It is thought that without this requirement established within the Plan, planning applications are unlikely to ensure provision to the same level.

Access: description of sustainability issue / supporting evidence

3.98 The area is well located in terms of existing access and the presence of strategic roads and those that permeate the broad area and those eastern parts of Colchester.

State of environment in absence of the plan

3.99 Development at the scale proposed can ensure that such issues are overcome and solutions become viable. These are best consulted on and ensured through a plan-led system. This cannot be expected in the absence of the Plan.

Access: description of sustainability issue / supporting evidence

3.100 Proportionately more households own at least 1 car or van within Colchester than the regional and national figures at 43.8%.

State of environment in absence of the plan

3.101 The Plan can include an approach to limit parking and reduce the number of trips undertaken by private vehicles through the incorporation of active travel routes, rapid transit and car clubs. In the absence of the Plan, these initiatives are less likely to be delivered.

Access: description of sustainability issue / supporting evidence

3.102 For a number of reasons, access to a variety of services and facilities can be an issue for Colchester residents. The English Indices of Multiple Deprivation (IMD) 2019 measure social inclusion by considering and scoring a whole range of issues, from access to certain facilities, to income and employment. The score provides an indication of deprivation within an area. The Borough ranks 181st out of 317 districts on the IMD (rank 1 being the most deprived). Colchester ranks 4th in comparison to 12 other Essex authorities in terms of average score, with Tendring the more deprived Essex authority. Despite this, there are areas in Colchester where deprivation exists and which contrast with the surrounding more affluent areas. Colchester has one LSOA in the 10% most deprived in the country, namely Greenstead, which is adjacent to the broad area of search for the Garden Community.

3.103 The IMD also presents findings in relation to the accessibility of local services across the country through the Barriers to Housing and Services

Domain. Colchester contains 12 Lower Super Output Areas which are amongst the 10% most deprived in the country in relation to this measure. Tendring contains four Lower Super Output Areas which falls within the 10% most deprived in relation to this measure.

State of environment in absence of the plan

3.104 A plan-led approach to the delivery of the Garden Community can help to encourage social inclusion. This can be achieved through the appropriate design of new communities and the ensuring the delivery of adequate community infrastructure and services.

Access: description of sustainability issue / supporting evidence

3.105 Vacancy levels in Colchester town centre have increased from 10.5% of total ground floor premises to 14.5% [See reference 20]. This is above the national average of 12%. Retail capacity is anticipated to decline by 3,900 sqm in Colchester from structural changes in the retail sector and the economic implications of the COVID-19 pandemic, all of which could have an adverse impact on the vitality and viability of Colchester town centre.

State of environment in absence of the plan

3.106 The Garden Community is in relatively close proximity to Colchester town centre. A detailed, plan led approach to the Garden Community through the DPD, will allow for an adequate level of service provision at the site while limiting the potential for new development to adversely affect the viability of Colchester town centre.

Sustainable transport

Sustainable transport: description of sustainability issue / supporting evidence

3.107 The percentage of households owning at least 1 car or van within Tendring District at 45.3%, which is slightly higher than national and regional statistics. Colchester is also higher than the regional and national figures at 43.8%. The relatively high level of car ownership in both local authority areas is likely to mean that there is a high level dependency on trips made by private vehicle with implications in terms of carbon emissions and air pollution.

3.108 The presence of the Great Eastern Mainline and rail links at Hythe exist as a rapid public transport link to Colchester. The existing strategic and local bus networks currently set down and pick-up in close proximity to the site with a bus interchange located at the University campus. Within the Colchester Borough Council Local Plan, provision is made for a dedicated bus corridor to support development in North Colchester.

State of environment in absence of the plan

3.109 A plan-led approach, together with the delivery model of the Garden Community, can ensure the integration of rapid transit within the wider area and help to limit the potential car dependency to become ingrained at the new development. This approach will help to limit the negative contribution the development makes in terms of carbon emissions and air pollution. It is unlikely that this would be ensured through any planning application without such a requirement either physically or through sufficient contributions. Funding has been secured via the Housing Infrastructure Fund to implement works for rapid transit at the Garden Community site. Without the added certainty provided by the plans set out in the DPD, it may be that this funding would be removed.

Air quality

Air quality: description of sustainability issue / supporting evidence

3.110 There is likely to be an increase in air pollution associated with development in the broad location and resultant traffic movements into Colchester town due to a number of AQMAs.

State of environment in absence of the plan

3.111 A plan-led approach, and the delivery model established in the Plan, enables development to be supported by effective sustainable transport means designed to minimise vehicle emissions.

3.112 This approach would be unlikely to be forthcoming in the absence of the Plan, which can also ensure the promotion of active modes through significant green infrastructure.

Water

Water: description of sustainability issue / supporting evidence

3.113 All waterbodies in the Essex Combined Management Catchment and Anglian TraC Management Catchment are failing in terms of achieving good chemical status. Improvements to water quality are needed to meet the EU Water Framework Directive (2000/60/EC) target of 'good ecological status' and 'good chemical status' by 2027.

3.114 Opportunities for improving the status of water bodies should be identified as part of development proposals. Typical water body improvements might be creating 'natural' riverbanks, overcoming barriers to fish movement or providing sustainable drainage systems.

3.115 The Colchester Water Cycle Study (WCS) concluded that, allowing for the planned resource management of Anglian Water Services South Essex Resource Zone, Colchester would have adequate water supply to cater for growth over the plan period. However, the WCS identified that there are long term limitations on further abstraction from the raw water resources supplying the Borough and that there is a drive to ensure the delivery of sustainable development for Colchester. The Integrated Water Management Strategy (IWMS) Stage 1 report undertaken for the Section 1 Local Plan concluded for the three Garden Communities in North Essex considered as part of that plan, that there are workable wastewater options within the limits of conventional treatment which would not impact on the Water Framework Directive status of receiving waterbodies.

3.116 Water bodies altered by human activity may be classified as Heavily Modified (HMWB) or Artificial (AWB) and have an objective to achieve 'good potential'. Salary Brook to the west of the Garden Community site is within a Nitrate Vulnerable Zone and has a 'moderate' overall status.

State of environment in absence of the plan

3.117 As stated in the Plan, investment in this essential area of infrastructure will be required to facilitate the improvements needed and ensure adequate ongoing maintenance. It is uncertain whether this infrastructure would be forthcoming from development proposals in the absence of the Plan.

3.118 The delivery of the Garden Community also provides an unprecedented opportunity to integrate innovative sustainable drainage systems into the design of new development which will help to ensure higher levels of water quality in the area. It is unlikely that this would be the case to the same degree through

development proposals in the absence of the Plan. The IWMS Stage 2 report has been commissioned to inform future work as part of the DPD process. This reporting should be used to inform future stages of masterplanning for the site.

Flood risk

Flood risk: description of sustainability issue / supporting evidence

3.119 The National Planning Policy Framework seeks to avoid inappropriate development in areas at risk of flooding, but where development is necessary, to ensure that it is safe and does not increase flood risk elsewhere. Significant levels of flood risk have been identified along river stretches in Colchester. This is the case at the site's western boundary associated with Salary Brook.

State of environment in absence of the plan

3.120 In the absence of the Plan there is unlikely to be any significant difference in how areas of flood risk are considered within the Garden Community. That said, the design and layout of the Garden Community can ensure that existing water courses are maximised as features of a blue infrastructure interest throughout the site. The delivery of the Garden Community provides an unprecedented opportunity to integrate innovative sustainable drainage systems into the design of new development which will help to limit increases in flood risk in the area. It is unlikely that this would be the case to the same degree through development proposals in the absence of the Plan.

Historic environment

Historic environment: description of sustainability issue / supporting evidence

3.121 The site contains a small number of Listed Buildings which should be preserved and moderate to high potential for below ground heritage assets dating to the Late Iron Age/Roman period, a moderate to high potential for medieval remains, and a moderate potential for prehistoric remains. Similarly, within the site there is a low to moderate potential for Saxon archaeology, and a moderate to high potential for post-medieval remains (notably field boundaries).

State of environment in absence of the plan

3.122 In the absence of the Plan, such features would have to be protected through suitable schemes both in regard to designations and their settings. The Plan can further ensure that enhancements to assets are sought where possible.

Utilities

Utilities: description of sustainability issue / supporting evidence

3.123 Due to the likely nature and scale of the proposed Garden Community, utility provision does not exist within the site currently.

3.124 There is capacity in the medium pressure gas network in the region, but local low pressure upgrades will be required.

3.125 Broadband provision will help to support the Garden Community's target of 'one job per home' through effective home working.

State of environment in absence of the plan

3.126 The development of a new Garden Community provides significant opportunities to not only provide new infrastructure but also the opportunity to deliver innovative forms of infrastructure and ensure their integration from the outset, reducing and avoiding the need for disruptive retrofitting which could otherwise be the case in the absence of the Plan.

Existing communities

Existing communities: description of sustainability issue / supporting evidence

3.127 Few existing services and facilities are within the boundaries of the site at present.

State of environment in absence of the plan

3.128 Despite policy in regard to ensuring services and facilities are integrated into the Garden Community existing in the form of the Strategic Section 1 Local Plans, the DPD can ensure that a more coordinated approach is taken to incorporate sufficient retail, employment, social and community premises into any new community through an effective framework regarding the eventual form of the development. The Plan can ensure that provision can need to be planned to complement, rather than displace, existing local service provision in local town centres. This may not be the case in the absence of the Plan.

The SA framework

3.129 As described in the Methodology chapter, an analysis of plans, policies, and programmes and baseline evidence informed identification of key sustainability issues facing the DPD. It was concluded from these issues that the headline sustainability objectives within the SA framework used to for the Additional SA of the Section 1 Local Plan were also appropriate for the SA of the DPD. The supporting appraisal questions were reviewed and refined to ensure they were relevant to the site specific context of the DPD as opposed to the sub-regional scale relevant to appraise the Section 1 Local Plan.

3.130 This resulted in a small number of updates to the appraisal questions included as a means to interrogate the options for the plan in relation to each of the SA objectives. The appraisal questions are not intended to be exhaustive but help to guide the appraisal of plan proposals. Where changes have been made to the appraisal questions these are shown as strikethrough and underlined text. The updated SA framework is presented in the section below.

SA Objective 1: To create safe environments which improve quality of life, community cohesion

Appraisal questions

- Does it seek to improve / supply community facilities for young people?
- Does it seek to increase cultural activities or suitable development to stimulate them? Does it seek to support cultural identity and social inclusion?

- Will there be measures to increase the safety and security of new development and public realm where residents can partake of frequent and unplanned social interactions?
- Will it support design which reduces the potential for crime or anti-social behaviour?

SA Objective 2: To ensure that everyone has the opportunity to live in a decent, safe home which meets their needs at a price they can afford

Appraisal questions

- Will it increase the range and affordability of housing to support the growing population and for all social groups?
- Does it respond to the needs of an ageing population?
- Does it seek to provide appropriate rural affordable housing?
- Will it deliver well designed and sustainable housing?
- Will it contribute to meeting Gypsy and Traveller pitch requirements of the GTAA?
- Will it help to deliver a suitable mix of housing sizes, types and tenures to meet local needs?

SA Objective 3: To improve health/reduce health inequalities

Appraisal questions

- Will it ensure access to and prevent overburdening of health facilities, including through the provision of new infrastructure of this type?
- Will it ensure access to sport and recreation facilities, open space and accessible natural green space, including through the provision of new infrastructure of this type?
- Will it encourage access by walking or cycling?

SA Objective 4: To ensure and improve the vitality and viability of centres

Appraisal questions

- Does it seek to prevent loss of retail and other services or deliver these types of services in locations where they are accessible to a large number of residents?
- Does it support the creation of new viable centres while promoting and enhancing the viability of existing centres?
- Does it seek to locate development close to centres?
- Does it seek to locate development within easy public travelling distance to town centres?
- Does it seek to improve public transport networks to town centres?

SA Objective 5: To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways

Appraisal questions

- Will it improve the delivery of a range of employment opportunities to support the growing population?
- Will it tackle employment associated deprivation?
- ~~■ Will it enhance the area's potential for tourism?~~
- ~~■ Will it promote development of the ports?~~
- Will it support business innovation, diversification, entrepreneurship and changing economies while building on links to nearby employment sites?
- Does it seek to improve links to and enhance existing training and learning facilities and/or create more facilities?
- Will the employment opportunities available be mixed to suit a varied employment skills base?
- Will it provide new residents with appropriate space and infrastructure (including ultra-fast broadband) as to allow for homeworking?

SA Objective 6: To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity

Appraisal questions

- Will development have a potential impact on a national, international or European designated site (SPA, SAC, Ramsar, SSSI)?
- Will it maintain and enhance sites otherwise designated for their nature conservation interest?
- Will it conserve and enhance natural/semi natural habitats, including those that are not presently designated?
- Will it conserve and enhance species diversity, and in particular avoid harm to indigenous BAP priority species?
- Will it result in biodiversity net gain?

SA Objective 7: To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion

Appraisal questions

- Will it increase and/or improve the availability and usability of sustainable transport modes, including infrastructure for electric vehicles?
- Will it seek to encourage people to use alternative modes of transportation other than private vehicle?

- Will it support the viability of existing public transport and lead to the integration of different transport modes?
- ~~Will it improve rural public transport?~~
- Does it seek to increase the uptake or viability of walking and cycling as methods of transportation, through new infrastructure or integration?
- Will it support an increased level of self-containment in the area through the incorporation of services and facilities and employment floorspace to meet a high proportion of residents needs in the locality?

SA Objective 8: To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary infrastructure to support new development

Appraisal questions

- Will it contribute positively to reduce social exclusion by ensuring access to jobs, shopping, services and leisure facilities for all?
- Does it seek to concentrate development and facilities where access via sustainable travel is greatest?
- ~~Does it seek to minimise congestion at key destinations / areas that witness a large amount of vehicle movements at peak times?~~
- ~~Would the scale of development require significant supporting transport infrastructure in an area of identified need?~~
- Will it ensure adequate school places (through expansion / new facilities) and early years provision to support growth as well as supporting good access to these types of facilities?

- Will it ensure the required improvements to utilities infrastructure?
- Will it ensure access to and necessary increases in capacity to GP services?
- Will it provide a suitable amount of sports, recreational, leisure and open space facilities?

SA Objective 9: To conserve and enhance historic and cultural heritage and assets and townscape character

Appraisal questions

- Will it protect and enhance designations, features and areas of historical, archaeological and cultural value in both urban and rural areas?
- Will it have a negative impact on the significance of a designated historic environment asset or its setting?
- Does it seek to enhance the range and quality of the public realm and open spaces?
- ~~■ Will it reduce the amount of derelict, degraded and underused land?~~
- Does it encourage the use of high quality design principles to respect local character?
- Will / can any perceived adverse impacts be reduced through adequate mitigation?

SA Objective 10: To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation

Appraisal questions

- Will it reduce emissions of greenhouse gases by reducing energy consumption?
- Will it lead to an increased generation of energy from renewable sources?
- Will it encourage greater energy efficiency?
- Will it improve the efficient use of natural resources, minimising waste and promoting recycling?
- Will it support the siting and design of development as to adapt to climatic change through measures such as the incorporation of green infrastructure, building orientation and choice of materials?

The contribution promoting more sustainable modes of transport can make to limiting carbon emissions is addressed through SA objective 7: sustainable travel.

SA Objective 11: To improve water quality and address water scarcity and sewerage capacity

Appraisal questions

- Will it lead to no deterioration on the quality of water bodies?
- Will water resources and sewerage capacity be able to accommodate growth?

- Does it seek to support the recycling of rainwater and greywater?

SA Objective 12: To reduce the risk of fluvial, coastal and surface water flooding

Appraisal questions

- Does it promote the inclusion of Sustainable Drainage Systems (SuDS) in new developments and will their integration be viable?
- Does it seek to avoid development in areas at risk of flooding (fluvial, coastal, surface water) and where this is not possible ensure that development is safe?
- Does it seek to avoid increasing flood risk (fluvial, surface water, groundwater) in areas away from initial development?

SA Objective 13: To improve air quality

Appraisal questions

- Will it improve, or not detrimentally affect air quality along the A12, A120 or A133?
- Will it help to limit traffic within AQMAs within Colchester and surroundings?
- Does it seek to improve or avoid increasing traffic flows generally?

SA Objective 14: To conserve and enhance the quality of landscapes

Appraisal questions

- Will landscapes sensitive to development be protected?
- ~~Will it lead to rural expansion or development outside development boundaries/limits that increases coalescence with neighbouring settlements?~~
- Is the scale / density of development in keeping with important and valued features of the local landscape and the existing rural character of the site and surrounding small settlements?
- Will it help to conserve and enhance existing natural landscape features within the site?
- Will it help to conserve and enhance the existing rural urban fringe and support the integration of development within the natural context?

SA Objective 15: To safeguard and enhance the quality of soil and mineral deposits

Appraisal questions

- Will it avoid the loss of high quality agricultural land?
- Will it avoid the sterilisation of mineral deposits / is the site within a Minerals Safeguarding Area (MSA)?
- ~~Will it support or lead to the remediation of contaminated land, avoiding environmental pollution or exposure of occupiers or neighbouring land uses to unacceptable health risk?~~

- Will it support the efficient use of land resources, by achieving appropriate densities of development thereby limiting the need for the development of greenfield land?

Chapter 4

SA Findings for Individual Components of the Draft DPD

4.1 This chapter presents the sustainability findings for the policies included in the draft DPD alongside any reasonable alternatives considered. The policies have been presented in this report to follow the order they are included in the draft DPD.

4.2 **Appendix D** presents all policies included in the draft DPD as well the reasonable alternatives. It also sets out the Councils' reasons for discounting those options that were not preferred. For many of the policies the Councils have considered an approach that would involve no new policy in the DPD to address the topic in question and rely on existing national and local policy. Given that the NPPF and adopted policies in the Section 1 Plan form part of the future baseline against which the DPD policies have been assessed, options of this nature do not constitute a reasonable alternative for the purposes of the SA. Therefore, these options have not been appraised.

4.3 The draft DPD includes a number of consultation questions in relation to identifying the best way to address the topics covered by the document. Where these questions infer reasonable alternatives to the policies included in the draft DPD, these have been identified and appraised.

Key vision themes and principles and objectives

4.4 The vision for the future of the Garden Community DPD is set out in relation to five key vision themes. The Vision is included to be relatively high level and

aspirational in nature. It provides an image of the Garden Community once it is built out as a place where better ways of living and working can be achieved. The Garden Community is to be a place where a high quality of placemaking is achieved, where development allows for improvements in biodiversity and local character, while also providing appropriate infrastructure and a suitable level of transport connections to meet the needs of local people. The vision for each theme is supported by a number of principles and objectives. The sustainability effects of the key vision themes are presented in **Table 4.1** with a description of the effects presented below the table.

4.5 The achievement of the principles and objectives in the DPD will ultimately be dependent upon the requirements of the policies in the document and from this, the conformity of development proposals for the Garden Community with these requirements. As such, a proportionate and relatively light touch approach to the assessment of the principles and objectives has been taken. The SA has considered the compatibility or incompatibility of the principles and objectives in relation to each SA objective as presented in **Table 4.2** with a summary of the findings included below the table.

Table 4.1: Sustainability effects of key vision themes

Key Vision Themes	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15
Nature	+	-	+	0	-	+	+	0	+	+	+	+	+	+	0
Movement and connections	+	0	+	0	0	0	+	+	0	+	0	0	+	0	0
Community and social infrastructure	+	0	+	0	0	0	+	+	0	+	0	0	+	0	0
Buildings, places and character	+	+	0	0	0	0	0	0	+	0	0	0	0	+	0
Sustainable infrastructure	0	+	+	0	0	+	+	0	0	+	0	+	+	+	0

4.6 The key vision themes are expected to have mostly positive effects given their high level and aspirational nature. Positive effects are identified when the aim of the principles and objectives directly aligns with that of the SA objective, as outlined below:

- Key vision theme “Nature” addresses the outdoor natural environment of the Garden Community, including green infrastructure, and how this will benefit both people and wildlife. Given the potential benefits of open space and green infrastructure provision in relation supporting social interactions between new residents and providing space for physical activity minor positive effects are identified in relation to SA objectives 1: safety and community cohesion and 3: health. The incorporation of green infrastructure will also provide habitat space for wildlife and support travel by more sustainable means limiting the reliance on private vehicles, while also contributing to the adaptation to climate change. Therefore, minor positive effects are also expected in relation to SA objectives 6: biodiversity and geological diversity, 7: sustainable travel, 10: energy efficiency and climate change, 12: flood risk and 13: air quality. The protection of existing areas of open space and green infrastructure assets are likely to preserve the aesthetic quality of the Garden Community area and therefore minor positive effects are also expected in relation to SA objectives 9: historic environment and townscape and 14: landscape. This Key Vision Theme is likely to have minor negative effects in relation to SA objectives 2: housing and 5: economy given that areas that are considered acceptable for development associated with housing and employment opportunities may more be limited considering the approach to preserving much of the Garden Community as open space.
- Key vision theme “Movement and Connections” addresses mobility measures such as active travel routes and the prioritisation of rapid public transit. Therefore, the approach of this Key vision theme is likely to help promote walking and cycling and modes which are expected to have less adverse effects in relation to greenhouse gas emissions and air pollution. As such, this key vision theme is likely to have minor positive effects in relation to SA objectives 7: sustainable travel, 10: energy efficiency and climate change and 13: air quality. This key vision theme directly

addresses encouraging travel by more active modes and this is likely to help improve public health in the area. It may also help ensure access to the local centres in the Garden Village and services and facilities for a higher number of residents (including those without access to a car) which will help improve the satisfaction of residents with their local environment. Minor positive effects are therefore expected in relation to SA objectives 1: safety and community cohesion, 3: health, 7: vitality and viability of centres and 8: services and facilities. No negative effects are expected in relation to the SA objectives.

- Key vision theme “Community and Social Infrastructure” addresses community health and wellbeing through the provision of community spaces, schools and sport and leisure facilities as well as infrastructure stewardship. Given the key vision theme’s direct alignment with SA objectives 1: safety and community cohesion, 3: health and 8: services and infrastructure, minor positive effects are recorded. The provision of these types of infrastructure and ensuring their long term maintenance through an appropriate approach to stewardship, will be of importance in terms of creating a sense of ownership at the Garden Community for new residents. The provision of necessary supporting infrastructure will also be important to support the creation of a relatively self-contained community from which the need to travel longer distances is limited. This could have benefits in terms of the emissions of greenhouse gases and air pollutants. A minor positive effect is therefore expected in relation to SA objectives 7: sustainable travel, 10: energy efficiency and climate change and 13: air quality.
- Key vision theme “Buildings, Places and Character” addresses the delivery of well-designed homes and spaces for a range of activities. This key vision theme is likely to have minor positive effects in relation to SA objectives 1: safety and community cohesion, 2: housing, 9: historic environment and townscape and 14: landscape. The positive effects recorded reflect the support for the creation of distinctive places within which high quality landscapes and architecture are given importance. This approach is likely to help instil a sense of ownership among new residents as the Garden Community grows, while also incorporating a range of housing types that will meet a range of needs.

- Key vision theme “Sustainable Infrastructure” addresses sustainable living, including the provision of green infrastructure and the incorporation of building solutions which will support sustainable lifestyle choices for the Garden Community’s residents. Considering the support for green infrastructure in the key vision theme, which is likely to provide space for residents to partake in healthier lifestyles and travel by more sustainable modes, as well as supporting habitat provision and connectivity in the area, minor positive effects are expected in relation to SA objectives 3: health, 6: biodiversity and geological diversity, 7: sustainable travel, 10: energy efficiency and climate change and 13: air quality. This approach is also likely to help preserve natural features which contribute to the setting and character of the Garden Community and therefore minor positive effects are also recorded in relation to SA objectives 12: flood risk and 14: landscape. The approach of the key vision theme to incorporate building solutions to support residents in terms of their decisions to live more sustainability is likely to involve energy efficiency measures and materials at the new homes in the Garden Community. This would further help achieve SA objectives 10 as well as supporting the delivery of a higher quality of housing stock in the area. Therefore, a minor positive effect is also recorded in relation to SA objective 2: housing.
- The key vision themes address a range of topics that will be of importance as the new Garden Community is delivered. However, it worth noting that promoting more efficient use of land (including the re-use of brownfield land), preserving higher value agricultural soils and ensuring the extraction of viable mineral resources before built development occurs have not been included. The nature of the Garden Community at a large greenfield site, will make many of these objectives difficult to achieve.

Table 4.2: Compatibility between the DPD principles and objectives and the SA objectives

Principles and Objectives	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15
A place shaped by nature and landscape	Compatible	Incompatible	Compatible	Neutral	Incompatible	Compatible	Compatible	Neutral	Compatible	Compatible	Compatible	Compatible	Compatible	Compatible	Neutral
A place with thriving ecology and biodiversity	Neutral	Incompatible	Compatible	Neutral	Incompatible	Compatible	Neutral	Compatible	Compatible	Neutral	Neutral	Neutral	Neutral	Compatible	Neutral
A place with a productive and climate resilient natural landscape	Compatible	Neutral	Compatible	Neutral	Neutral	Compatible	Neutral	Neutral	Neutral	Compatible	Compatible	Compatible	Neutral	Compatible	Compatible
A place where housing is accessible, affordable and inclusive	Compatible	Compatible	Neutral	Compatible	Neutral	Neutral	Compatible	Compatible	Neutral	Compatible	Neutral	Neutral	Compatible	Neutral	Neutral
A place that represents a clear narrative	Neutral	Compatible	Neutral	Compatible	Neutral	Neutral	Compatible	Compatible	Compatible	Neutral	Neutral	Neutral	Compatible	Compatible	Compatible
A place with great with great homes	Neutral	Compatible	Compatible	Neutral	Neutral	Incompatible	Neutral	Compatible	Incompatible	Compatible	Neutral	Neutral	Neutral	Incompatible	Neutral
A place with a thriving local economy	Neutral	Neutral	Neutral	Compatible	Compatible	Incompatible	Compatible	Neutral	Incompatible	Neutral	Neutral	Neutral	Neutral	Incompatible	Compatible
A place that is vibrant and active	Compatible	Neutral	Neutral	Compatible	Compatible	Neutral	Compatible	Compatible	Compatible	Neutral	Neutral	Neutral	Compatible	Neutral	Neutral
A place with distinctive identity	Neutral	Neutral	Compatible	Neutral	Neutral	Compatible	Neutral	Neutral	Compatible	Compatible	Neutral	Neutral	Neutral	Compatible	Neutral
A place with clear boundaries	Compatible	Neutral	Compatible	Neutral	Neutral	Compatible	Compatible	Compatible	Compatible	Compatible	Neutral	Compatible	Compatible	Compatible	Compatible
A place where everyone can feel at home	Compatible	Neutral	Neutral	Compatible	Neutral	Neutral	Compatible	Compatible	Neutral	Compatible	Neutral	Neutral	Compatible	Neutral	Neutral
A place where it's easy to be healthy and happy	Compatible	Neutral	Compatible	Neutral	Neutral	Neutral	Compatible	Compatible	Compatible	Compatible	Neutral	Neutral	Compatible	Compatible	Neutral
A place where everyone can learn	Compatible	Neutral	Neutral	Compatible	Compatible	Compatible	Neutral	Compatible	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
A place to play	Compatible	Neutral	Compatible	Neutral	Neutral	Neutral	Compatible	Compatible	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral

Principles and Objectives	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15
A place where long term stewardship is considered from the outset	Compatible	Neutral	Compatible	Neutral	Neutral	Neutral	Neutral	Compatible	Neutral	Neutral	Neutral	Neutral	Neutral	Compatible	Neutral
A place where stewardship is a collective matter	Compatible	Neutral	Compatible	Neutral	Neutral	Neutral	Neutral	Compatible	Neutral	Neutral	Neutral	Neutral	Neutral	Compatible	Neutral
A place where active and sustainable travel is the natural choice	Compatible	Neutral	Compatible	Compatible	Neutral	Neutral	Compatible	Compatible	Neutral	Compatible	Neutral	Neutral	Compatible	Neutral	Neutral
A place with rapid, efficient and cost effective public transport	Compatible	Neutral	Neutral	Compatible	Neutral	Neutral	Compatible	Compatible	Neutral	Compatible	Neutral	Neutral	Compatible	Neutral	Neutral
A connected place	Neutral	Neutral	Compatible	Neutral	Neutral	Neutral	Compatible	Compatible	Neutral	Compatible	Neutral	Neutral	Compatible	Neutral	Neutral
A place where people have priority	Compatible	Neutral	Compatible	Neutral	Neutral	Compatible	Compatible	Compatible	Neutral	Compatible	Neutral	Neutral	Compatible	Compatible	Neutral
A place where the energy supply is smart and sustainable, affordable and future proofed	Neutral	Neutral	Neutral	Neutral	Neutral	Incompatible	Neutral	Neutral	Incompatible	Compatible	Neutral	Neutral	Neutral	Incompatible	Neutral
A place where the built environment positively responds to climate while the natural environment is regenerative, restorative and self-sustaining	Neutral	Neutral	Compatible	Neutral	Neutral	Compatible	Compatible	Neutral	Neutral	Compatible	Compatible	Compatible	Neutral	Compatible	Neutral
A place that adopts a design approach that optimises resource efficiency and recycling across the whole development lifecycle	Neutral	Neutral	Neutral	Neutral	Compatible	Neutral	Neutral	Compatible	Neutral	Compatible	Compatible	Compatible	Neutral	Neutral	Neutral
A place where infrastructure comes first and delivers a physical environment driven by enhanced health and wellbeing	Neutral	Neutral	Compatible	Neutral	Neutral	Neutral	Compatible	Compatible	Neutral	Compatible	Neutral	Neutral	Compatible	Neutral	Neutral

SA Objective 1: Safety and community cohesion

Comment on compatibility between the DPD Principles and Objectives and the SA objectives

4.7 A significant proportion of principles and objectives are compatible with this SA objective. This is typically the case where the principle and objectives support the creation of spaces where residents can interact or where a sense of ownership of the Garden Community would be promoted. None of the principles and objectives are considered to be incompatible with this SA objective.

SA Objective 2: Housing

Comment on compatibility between the DPD Principles and Objectives and the SA objectives

4.8 Several principles and objectives encourage well designed housing that will support the needs of a range of residents and are therefore compatible with this SA objective. A small number of principles and objectives are not compatible with this SA objective as the protection of habitats and landscapes mean that certain parts of the site are not considered suitable for housing development.

SA Objective 3: Health

Comment on compatibility between the DPD Principles and Objectives and the SA objectives

4.9 A significant proportion of principles and objectives are compatible with this SA objective. In many cases the compatibility reflects the support for the provision of open spaces and other facilities which might support public health. Principles and objectives that support the uptake of active modes of transport are also considered to be compatible with this SA objectives. No principles or objectives are assessed to be incompatible with this SA objective.

SA Objective 4: Vitality and viability of centres

Comment on compatibility between the DPD Principles and Objectives and the SA objectives

4.10 Several principles and objectives encourage the vitality and viability of centres, for example by supporting links to these areas and allowing for appropriate levels of density which is likely to help support the viability of services at these locations. No principles or objectives are assessed to be incompatible with this SA objective.

SA Objective 5: Economy

Comment on compatibility between the DPD Principles and Objectives and the SA objectives

4.11 Several principles and objectives encourage a prosperous and sustainable economy and therefore are considered to be compatible with this SA objective. This is notably the case for principles and objectives that directly support the delivery of accessible employment space and centres that respond positively to changing patterns of retail. “A place shaped by nature and landscape” and “a place with thriving ecology and biodiversity” are both assessed as incompatible with this SA objective as the protection and provision of landscape and natural environment may restrict employment development in certain areas.

SA Objective 6: Biodiversity and geological diversity

Comment on compatibility between the DPD Principles and Objectives and the SA objectives

4.12 In general the principle and objectives are mostly assessed as being compatible or neutral in relation to this SA objective. The principles and objectives include support for green infrastructure as well as the protection of existing biodiversity sites. A small number of principles and objectives are assessed to be incompatible with this SA objective due to the support for the development of homes, employment uses and energy infrastructure that could potentially conflict with the conservation and enhancement of the natural environment.

SA Objective 7: Sustainable travel

Comment on compatibility between the DPD Principles and Objectives and the SA objectives

4.13 A significant proportion of principles and objectives encourage sustainable travel, including increasing the viability of walking and cycling and are therefore compatible with this SA objective. None of the principles and objectives are considered to be incompatible with this SA objective.

SA Objective 8: Services and infrastructure

Comment on compatibility between the DPD Principles and Objectives and the SA objectives

4.14 Many of the principles and objectives will encourage accessibility to services and infrastructure, and therefore are compatible with this SA objective. This includes at the new centres to be delivered at the Garden Community and by sustainable modes of transport. Support for access to high speed broadband is also included. None of the principles and objectives are considered to be incompatible with this SA objective.

SA Objective 9: Historic environment and townscape

Comment on compatibility between the DPD Principles and Objectives and the SA objectives

4.15 Many of the principles and objectives support the retention of features which contribute to the setting of the historic environment and the townscape. There is also support in the principle for objectives for high quality design and architectural style. Where the principle and objectives provide direct support for new development that might adversely affect the setting of heritage assets they are deemed to be incompatible with this SA objective.

SA Objective 10: Energy efficiency and climate change

Comment on compatibility between the DPD Principles and Objectives and the SA objectives

4.16 A great number of the principles and objectives are assessed as compatible with this SA objective. In general it is expected that the principle and objectives of the DPD would support a more limited level of greenhouse gas emissions and higher energy efficiency standards at new developments. They also support approaches that would make the Garden Community better adapted to climate change through measures such as the incorporation of green infrastructure. None of the principles and objectives are considered to be incompatible with this SA objective.

SA Objective 11: Water resources and quality

Comment on compatibility between the DPD Principles and Objectives and the SA objectives

4.17 Several principles and objectives encourage the improvement of water quality and address water scarcity, particularly through the conservation and enhancement of water bodies and water recycling. Therefore, while the majority of principles and objectives are assessed as being neutral in relation to this SA objective, a small number are assessed as being compatible. None of the principles and objectives are considered to be incompatible with this SA objective.

SA Objective 12: Flood risk

Comment on compatibility between the DPD Principles and Objectives and the SA objectives

4.18 Several principles and objectives encourage the reduction of the risk of flooding, particularly through the protection and provision of green space and green and blue infrastructure. These principles and objectives are assessed as being compatible with this SA objective. None of the principles and objectives are considered to be incompatible with this SA objective.

SA Objective 13: Air quality

Comment on compatibility between the DPD Principles and Objectives and the SA objectives

4.19 Many of the principles and objectives are assessed as being compatible with this SA objective. These principles and objectives are supportive of measures that would encourage travel by active and public transport thereby limiting the potential for air pollution from private car trips. None of the principles and objectives are considered to be incompatible with this SA objective.

SA Objective 14: Landscape

Comment on compatibility between the DPD Principles and Objectives and the SA objectives

4.20 Many of the principles and objectives are compatible with this SA objective. Some of the principles and objectives include support for the protection of landscape features as well as green infrastructure. Several principles and objectives are assessed as incompatible with this SA objective due to their support for development which could conflict with the conservation and enhancement of landscapes.

SA Objective 15: Soils and mineral resources

Comment on compatibility between the DPD Principles and Objectives and the SA objectives

4.21 Several principles and objectives encourage the safeguarding and enhancement of the quality of soil and the efficient use of land resources. These principles and objectives are assessed as compatible with this SA objective. This includes the minimisation of hard surfaces and the incorporation of appropriate densities of development. None of the principles and objectives are considered to be incompatible with this SA objective.

4.22 A number of the principles and objectives seek to promote the more efficient use of land resources. However, it is worth noting that the promotion of viable mineral extraction before built development occurs is not included. The principles and objectives for development at the Garden Community might be strengthened by addressing this topic.

Sustainability effects of the spatial options for the Garden Community

4.23 This section sets out the SA findings for the spatial options considered for the delivery of development at the Garden Community. Three main options were worked up by Prior and Partners on behalf of the Councils and are presented in the Masterplan Design Options Report [\[See reference 21\]](#). The appraisal of these three options in this report reflects the level of detail that is presented in the Masterplan Design Options Report.

4.24 The options considered were:

- Option 1: 'Maximum development area' – seeks to maximise the use of land for development across the area of search, prioritising full site connectivity with the rapid transit network and four mixed use hubs with differing roles and characters that respond to their setting. This option includes one district centre in the centre of the Garden Community, with smaller 'local' hubs with more community focus for the other neighbourhoods and the potential for southern neighbourhood hub south of the A133 relating to employment and university focus. A range of economic clusters are to be incorporated in the north east and south of Garden Community. Additional employment centres to be clustered in the neighbourhood hubs.
- Option 2: 'Maximum connectivity' – seeks to create a new community within substantial landscaped buffers to the east of the link road and the A133, prioritising full site connectivity with the rapid transit network and four mixed use hubs with differing roles and characters that respond to their setting. This option includes one district centre in the south of the Garden Community to recognise the links with Colchester and the University and opportunities for higher densities, with smaller 'local' hubs with more community focus for the northern neighbourhoods and the potential for southern neighbourhood hub south of the A133 relating to

employment and university focus. A range of economic clusters are to be incorporated in the north east and south of Garden Community. Additional employment centres to be clustered in the neighbourhood hubs.

- Option 3: 'Maximum landscape' – seeks to ensure the retention of landscape setting to the east and south of the new community which is to be distinct from existing settlements. The rapid transit network will follow as direct a route as possible, which slightly reduces its coverage but aims to improve journey times. This option includes three hubs across the Garden Community with the aim of creation truly walkable neighbourhoods. The maximised landscape setting may result in higher densities. An area of employment is to be provided in a cluster to the north east of the site related to the road network and park and chose provision. Additional employment centres to be clustered in the neighbourhood hubs and employment will be spread across the site.

4.25 The Masterplan Design Options Report also identified one additional sub-option for the spatial distribution of development at the Garden Community. This option represents a variation of option 3. The option is detailed in the Council's Spatial Options Report and is summarised below:

- Option 3a: 'Alternative approach to maximum landscape' – provides development at the new Garden Community in broadly the same distribution as option 3. However, through option 3a land is provided to the south of the A133 and East of the main existing campus for university expansion. This land could accommodate academic and other university related uses. It could also allow for expansion of sports pitches and recreation in close proximity to existing related facilities on campus. This alternative would still result in the majority of the land south of the A133 and within the area of search being retained as a green buffer to neighbouring settlements. Knowledge based employment uses would be provided north of the A133. Under this option these could potentially be extended westwards to provide a more direct relationship and link to the Knowledge Gateway. The approach could also deliver a mix of uses to the north of the A133, with the land becoming part of the Garden Community neighbourhoods, with potential for residential with other associated uses.

4.26 Table 4.1 below presents the expected sustainability effects for the four spatial options. The likely sustainability effects are described by SA objective below the table.

Table 4.3: Sustainability effects for options considered in relation to the distribution of development at the Garden Community

SA Objective	Option 1	Option 2	Option 3	Option 3a
SA 1: Safety and community cohesion	+/-	+/-	++	++/-
SA 2: Housing	++	++	++	++
SA 3: Health	+/-	+/-	++/-	+/-
SA 4: Vitality and viability of centres	+/-	+/-	++	++/-
SA 5: Economy	++	++	++	++
SA 6: Biodiversity and geological diversity	--/+	+/-	++/-	+/-
SA 7: Sustainable travel	+/-?	+/-?	++/-	++/-
SA 8: Services and infrastructure	+/-	+/-	++	++/-
SA 9: Historic environment and townscape	--?	--?	-?	-?
SA 10: Energy efficiency and climate change	+	++	++	++
SA 11: Water resources and quality	+	+	+	+

SA Objective	Option 1	Option 2	Option 3	Option 3a
SA 12: Flood risk	+/-	++/-	++/-	++/-
SA 13: Air quality	+/-	+/-	++/-	++/-
SA 14: Landscape	--/+	+/-	++/-	+/-
SA 15: Soils and minerals resources	--	--	--	--

SA Objective 1: To create safe environments which improve quality of life, community cohesion

4.27 It is likely that the potential to limit crime, fear of crime and the occurrence of antisocial behaviour will be most influenced by the detailed design of development (for example the incorporation of appropriate lighting schemes and the incorporation of footpaths and open spaces to be overlooked for active frontages). These issues will not be influenced by the selection of one of the four options for the distribution of development at the Garden Community.

4.28 All four options will include the delivery of new community infrastructure (such as healthcare, schools and early learning centres). All options also require the incorporation of new community hubs (centres) for a focus of these new provisions as well as open spaces where residents might be able to meet their day to day needs. These locations are also likely to support informal social interactions between residents, thereby promoting a degree of social cohesion and promoting tolerance. All four options are likely to support a degree of self-containment at the new community, given the community services to be delivered, which will support the creation of a sense of identity at the site. The connectivity provided through all options via the network of active travel routes

and rapid transit network will support linkages to existing neighbourhoods within Colchester.

4.29 The focus on delivering a ‘maximum development area’ through option 1, means that this option will incorporate the lowest amount of open space. Options 1 and 2 would each include four centres as to help ensure that all residents are provided with good access to the new services and facilities within reasonable walking distance. Through options 1 and 2, the centre provided to the centre and south of the Garden Community respectively, is to be a larger district centre with a wider range of provisions, as supported by three smaller local centres at other locations within the Garden Community site. Both of these options include development to the south of the A133 which would incorporate a local centre with a limited range of community facilities. Residents at these locations, through options 1 and 2, could lack immediate access to certain provisions. While there could be potential for improved connections with the University of Essex Colchester Campus, through these options, the presence of the A133 is likely to result in severance from the other parts of the Garden Community for many residents in the parcel of land to the south of this route.

4.30 In contrast, option 3 would result in the most compact form of development with land to the south of the A133 preserved as landscape buffer. While only three centres are to be incorporated through this option, residents would benefit from good levels of walkability to these locations from most parts of the site. Furthermore, the range of services and facilities at each centre is likely to be increased through this option, given the increased development density at each location. Given that this option would incorporate the largest extent of open space, it may also support increased interactions between residents. Option 3a would result in an alteration of option 3 to include land for university expansion to the south of the A133. The extent of open space would be only slightly reduced through this alteration of option 3. Through option 3a, the development to the north of the A133 would be extended further to the west. A degree of severance is likely to result between the development to the south of the A133 and that to the north of this road through option 3a. However, it is noted that this development would integrate with the university given its proposed use. The increased westward extension of development within the site to the north of the A133, through this option is likely to result in some site users having more

limited access to services and facilities within the new centre to be delivered in the southern part of the Garden Community. The needs of these site users to access services and facilities within the centre will be influenced by the specific nature of the uses permitted within these parts of the site.

4.31 Overall, a mixed minor positive and minor negative effect is expected for options 1 and 2. A significant positive effect is expected for options 3 and 3a. For option 3a a minor negative effect is expected in combination.

SA Objective 2: To ensure that everyone has the opportunity to live in a decent, safe home which meets their needs at a price they can afford

4.32 All four options would support the delivery of 8,000 homes which will contribute to meeting the housing need across Colchester and Tendring. The level of affordable housing and mix of dwelling tenures and sizes is not expected to be affected by the spatial distribution of development at the Garden Community. Through option 1 the density of development (average of 40 dwellings per hectare – ‘dph’) would be lower than option 2 (average of 45 dph), option 3a (average of 46.5 dph) and option 3 (average of 50 dph), however, all three options would include housing at densities varying across the site from 30 to 75 dph, providing new residents with a range of property types to choose from. While the lower density of development supported through option 1 could potentially allow for the incorporation of larger private gardens and larger living spaces at the new homes delivered, this may also be achieved through options 2, 3 and 3a through creative design.

4.33 Overall, a significant positive effect is expected for all four options.

SA Objective 3: To improve health/reduce health inequalities

4.34 As described in relation to SA objective 1, all three options would incorporate a similar level of community services and facilities. All three options would also support travel by more active modes and thereby healthier lifestyle choices, through the incorporation of a network of suitable routes at which priority can be given to walking and cycling.

4.35 The higher density of development and smaller developed area of option 3, however, is likely to result in a higher number of homes being provided in close proximity to health and social care facilities within the three centres to be provided. Given the shorter distances of many trips, residents will be required to take on a regular basis, option 3 will also support a larger number of trips being taken by foot and cycle, to the benefit of health and wellbeing. The alteration of option 3 set out through option 3a, would result in the inclusion of land for the university expansion to the south of the A133. A degree of severance is likely to result between the development to the south of the A133 and that to the north of this road through option 3a. However, this development is likely to integrate effectively with the university given its proposed use. To the north of the A133 development would extend further to the west. Site users at this more westerly location would be less well related to the new centre to be incorporated at the south of the Garden Community and it is likely that trips by active mode would be less likely from these areas.

4.36 Options 1 and are likely to result a markedly higher proportion of journeys being made by car. This is likely particularly given the potential for the severance of residents within the parcel of land to the south of the A133 from services and facilities they need to access regularly, notwithstanding the fact that the rapid transit system and green links and connections would cross the A133 under all three options. Furthermore, through options 1 and 2, the distribution of services and facilities across four centres (instead of three centres), may mean that some residents will have access to a more limited scale of provision for healthcare nearby.

4.37 The higher average density of development set out through option 3 also supports the incorporation of a larger amount of open space at 55% of the total site area. This will increase access to opportunities for outdoor recreation among new residents and also allow for appropriate interactions with nature, which has been shown to support improved wellbeing. Options 2 and 3a would incorporate a comparable level of open space at 52%. While all four options would incorporate new open space and sport uses throughout the site, through option 3a, the variation of option 3 to include land south of A133 for development, would also provide new sports/recreation uses, which are likely to benefit residents of the new Garden Community as well as users of the university. In contrast, option 1, which seeks to maximum the developable area within the Garden Community, would incorporate the lowest level of open space at 48% of the total site area.

4.38 There is potential for noise, light and air pollution from the A120 to the north and A133 to the south to affect new residents at the site. However, all four options incorporate landscape buffer areas towards these routes which is likely to help mitigate these effects. Furthermore, all four options incorporate speed reduction on the section of the A133 that is adjacent to the Garden Community site.

4.39 Overall, a mixed minor positive and minor negative effect is expected for options 1, 2 and 3a and a mixed significant positive and minor negative effect is expected for option 3.

SA Objective 4: To ensure and improve the vitality and viability of centres

4.40 While Garden Community benefits from being relatively well related to edge of the town of Colchester, the town centre is 3.1km away and the Garden Community is envisaged as a new freestanding community in its own right. Therefore, the effects described relate mostly to the vitality and viability of new centres to be incorporated at the site. As described in relation to SA objective 1,

all three options would incorporate a similar level of community services and facilities. It is also likely that the vitality and viability of the centres to be incorporated as part of the new Garden Community through each option would be equally supported by the connectivity provided by the rapid transit system and new green links. Compared to options 3 and 3a, there is some potential for full coverage provided by the rapid transit system through options 1 and 2 to result in slower journey times (with negative implications for access to the new centres within the Garden Community) given the larger area of the site to be covered. However, this is considered further in relation to SA objective 7: sustainable travel.

4.41 Given the larger number of centres incorporated through options 1 and 2, the lower development density at each of these locations is likely to mean that a more limited range of services and facilities will be supported. Furthermore, the lower average density of development (40 dph and 45 dph, respectively) and the larger overall site area covered by the Garden Community is likely to mean that some residents will not be located within walking distance of a centre which provides access to the range of services and facilities they need regular access to. As such, it is likely that options 1 and 2 would be less supportive of centres that residents access regularly, with negative effects on their long term viability. The delivery of development in the southern parcel of land beyond the A133, through options 1 and 2 is likely to support increased connectivity with the existing university campus. However, although there will be rapid transit system and green link connections across this route, it is likely that the severance resulting from the road may limit the potential for new residents at this location making use of other centres within the Garden Community.

4.42 The potential for a degree of severance to result is also likely through option 3a. However, the uses to be provided to the south of the A133 through this option will allow for the expansion of the university. This area of development is therefore expected to integrate effectively with existing development to the south of the road. The location of additional residential and associated uses in the west of the Garden Community through option 3a is likely to mean more residents will have more limited access to the centres to be provided, particularly when compared to option 3. While option 3a (46.5 dph) would also result in a higher average development density than options 1 and 2,

the development density achieved at the Garden Community would be lower than that set out through option 3 (50 dph).

4.43 Overall, a mixed minor positive and minor negative effect is expected for options 1 and 2. A significant positive effect is expected for options 3 and 3a. For option 3a a minor negative effect is expected in combination.

SA Objective 5. To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways

4.44 As described in relation to SA objective 1, all four options would incorporate a similar level of community services and facilities (including schools). This is likely to mean that residents would mostly have good levels of access to facilities supporting learning in the Garden Community. Furthermore, all four options would provide for new homes that would be relatively well related to the Colchester Knowledge Gateway which is located along the A133.

4.45 All four options would also support connectivity across the site, given the green links and rapid transit system to be incorporated. This includes to the existing university campus to the south of the A133 via the rapid transit system. As such, new residents would benefit from a good level of access to facilities at this location which could support opportunities for long term learning. Through options 1, 2 and 3a the development to the south of the A133 would form an extension of the existing campus, thereby potentially supporting increased links between the Garden Community and the existing campus site. This is most notable through option 3a given that the land included for development to the south of the A133 is to allow for the expansion of the university through this option. While option 3 does not include land to the south of the A133, land for

the expansion of the university is also incorporated through this option. This option would support the expansion of the university to the north of the A133.

4.46 All four options would also allow for the incorporation of employment opportunities at neighbourhood hubs across the Garden Community. All four options include substantial employment clusters to the north east and south of the site. Through options 3 and 3a the employment cluster in the south of the site is specified to be located at land to the north of the A133. The location to the north of the A133, under options 3 and 3a, would incorporate knowledge-based employment uses as well as allowing for the expansion of the university. Option 3a has the greatest potential to expand on uses already in place and emerging on the Knowledge Gateway. This option would result in employment uses occurring further to the west and in close proximity to the Knowledge Gateway area, in the land to the north of the A133. This option is considered most likely to support improved economic benefit given the potential for increased synergy with existing and proposed uses at the Knowledge Gateway. The approach set out through all four options would make good use of the existing road network and support uses which require HGVs or similar, as well as supporting connectivity for a large number of residents to employment opportunities, many via the rapid transit system.

4.47 Overall, a significant positive effect is expected for options 1, 2, 3 and 3a.

SA Objective 6: To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity

4.48 The development of the site through all three options would result in a large amount of greenfield land take. While the policy position for the Garden Community is to achieve a minimum 10% biodiversity net gain, new or enhanced habitats can take some time to become established and their biodiversity benefits are inherently more uncertain than those of existing habitats. It is likely that the development and supporting infrastructure required

would result in loss, disturbance and fragmentation of existing habitats through construction activities and once new homes and businesses are occupied. To the west of the site there are a number of areas of ancient woodland, as well as Salary Brook Local Nature Reserve and several Local Wildlife Sites. Through all four options, these areas would be retained as undeveloped land, although there is potential for impacts relating to increased recreation from new residents and air pollution associated with increasing numbers of car journeys in the area. A large country park would also be delivered through all four options.

4.49 Option 1 seeks to achieve the maximum developable area within the site boundary. As such, although the development would be delivered in the context of a landscape framework, with substantial buffer zones to the southern and eastern edges, the development footprint as well as the infrastructure required to support growth at the site (including a more extensive rapid transit system) would result in a large amount of greenfield land take. Through option 2 the increased density of development would mean that the rapid transit system would be less extensive and most importantly the landscape buffers retained to the south and east would be more sizeable. Option 3 incorporates an approach to maximise the area to be retained as undeveloped. The higher densities of development supported through this option will mean that the land to the south of the A133 can provide more extensive landscape buffers while the same overall level of housing development is achieved. Option 3a represents an alternation of option 3, with a sizeable area of the site to remain as undeveloped, however, the average development density through this option is lower than option 3. Through this option development would be required to extend further to the west than any other options considered. As with all other options considered, Salary Brook Local Nature Reserve would not be developed, the further westward expansion required through this option would reduce the separation between this biodiversity site and the Garden Community, with increased potential for habitat fragmentation and disturbance. Furthermore, development would occur within part of the land to the south of the A133, however, a portion of this land larger than through options 1 and 2 would be maintained as a landscape buffer.

4.50 Overall, a mixed minor positive and significant negative effect is expected for option 1, a mixed minor positive and minor negative effect is expected for

options 2 and 3a and a mixed significant positive and minor negative effect is expected for option 3.

SA Objective 7: To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion

4.51 Given the level of development at the Garden Community, an increased number of journeys in the area is expected as homes are occupied, and businesses become operational. A proportion of these will be made by private car, with the overall level dependent on the choices of new residents and users of the site. This increase in car travel in the area will contribute to local congestion contributing a minor negative effect in relation to the mixed effects recognised for SA objective 7.

4.52 As described in relation to SA objectives 1 and 5, all four options would incorporate a similar level of community services and facilities and employment opportunities at neighbourhood hubs across the Garden Community. The incorporation of these provisions at the site is likely to help support a level of self-containment and reduce the need for regular travel to be made by car from the Garden Community. All four options are expected to provide good access to employment opportunities given the employment clusters to be incorporated at the north east and south of the site and jobs provided within the new centres to be incorporated. Furthermore, all options will support connectivity across the site given the green links and rapid transit system to be incorporated.

4.53 Through all four options there is potential for new residents to make use of existing bus stops and new bus services that will supplement the rapid transit system along the A133. This potential is greatest under options 1, 2 and 3a with the increased level of development to the south of the A133, close to the university campus and the service and facilities in this area. It is noted that all three options allow for increased connections across the A133 towards the university campus, which may mean that any difference between the four

options in relation to use of existing bus stops at the university campus may be minimal.

4.54 By providing a higher density of development and smaller developed area, option 3 is expected to perform most favourably in terms of promoting trips by active and sustainable modes. This option is also considered have the greatest potential for achieving a rapid transit system which achieves a level of coverage and the requisite speed of journey times to remain viable in the longer term. This would be achieved by locating stops at the park and choose site, the district centres (where density of development is highest and the greatest number of people can access services) and the university. Option 3a would result in a slightly lower density of development than option 3 (46.5 dph compared to 50 dph) which could reduce the potential for trips to be made by active modes. The rapid transit system would achieve a similar level of coverage to option 3, with the relatively small area of development included to the south of the A133 meaning that users of this part of the site would be in relatively close proximity to new services along the A133. However, the further westerly extension of the site through option 3a would mean some site users and residents would be less well related to the new centres to be incorporated at the Garden Community which could reduce the potential for travel by more sustainable and active modes.

4.55 The area required to be served by the rapid transit system included through option 2 and option 1 in particular is greater, given the larger size of developed area involved. This means that journey times for passengers towards Colchester and other settlements would be longer, thereby adding uncertainty in relation to achieving the level of use needed to support its longer viability under options 1 and 2.

4.56 Overall, an uncertain mixed minor positive and minor negative effect is expected for options 1 and 2, a mixed significant positive and minor negative effect is expected for option 3 and a mixed minor positive and minor negative effect is expected for option 3a.

SA Objective 8: To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary infrastructure to support new development

4.57 As described in relation to SA objectives 1 and 7, all four options would incorporate a similar level of community services and facilities as well as green links and routes for a rapid transit system. It is likely that through all four options residents would benefit from some level of access to services and facilities including by public transport. The Garden Community is also to be supported by the incorporation of infrastructure for superfast broadband and it is unlikely that any of the three options considered will influence the potential for its delivery.

4.58 Options 1 and 2 would incorporate development across a larger site area. Given the wider distribution of development, some residents within the site are likely to lack local access to a wide range of services and facilities. The southern parcel of land beyond the A133 would be developed through these options which would require increased connectivity with the existing university campus. However, although there will be rapid transit system and green link connections across the A133, it is likely that the severance resulting from the road may limit the potential for new residents at this location to make use of other centres within the Garden Community. While a new centre is to be provided in this location through these options, the higher number of centres incorporated through both options 1 and 2 is likely to result in a smaller number of residents being within easy walking or cycling distance of each centre, thereby reducing the likely level of service provision that can viably be supported.

4.59 Option 3 would locate a higher number of residents in close proximity to larger centres where there is access to a greater number of services. The higher densities of development achieved through this option would support

increased levels of access to services and facilities for a large number of residents. Option 3a would result in a slightly lower level of average density of development meaning the potential for achieving a high level of access to services and facilities for a large number of residents would be less pronounced. The further westerly extension of the developed area though this option may result in some site users having reduced access to a wide range of services and facilities. It is noted, however, that the requirements of site users to access these provisions from this location will be dependent largely on the specific activities permitted at this part of the site. Furthermore, this option includes some development to the south of the A133 to allow for the expansion of the university. As explained in relation to options 1 and 2, there is some potential for a degree of severance to result between this area and the areas of the Garden Community to the north of the A133. Given that option 3 specifically incorporates land to the south of the A133 to allow for the expansion of the university, it is expected that this area would integrate well with the existing university area. All options are expected to provide residents with good access to jobs given the provision of employment land within the new centres at the Garden Community and through the incorporation of employment clusters to the north east and south of the site.

4.60 Overall, a mixed minor positive and minor negative effect is expected for options 1 and 2 a significant positive effect is expected for option 3 and a mixed significant positive and minor negative effect is expected for option 3a.

SA Objective 9: To conserve and enhance historic and cultural heritage and assets and townscape character

4.61 The Garden Community area contains and is in close proximity to a number of heritage assets as well as existing historic lanes which contribute to the existing character of the area. This includes a number of listed buildings towards Crockleford Heath, Grade II Listed Allen's Farmhouse to the north east of the site, and Wivenhoe Registered Park outside of the site boundary to the

south west. Undoubtedly the delivery of a relatively high level of development within the site will affect the setting of these assets. Effects are likely to result regardless of the mitigation strategy implemented. There is, however, potential for the magnitude of effects to be reduced through an appropriate approach, although the specific effect is uncertain at this stage given that this will depend on the detailed design of the site which is currently unknown. The general approach to the masterplanning of the site is to respond to the important features within and surrounding the site by incorporating buffers to heritage assets including towards those at Crockleford Heath and Wivenhoe Registered Park (to the north of the A133) and repurposing existing historic lanes as part of the network of green links within the site.

4.62 All four options include landscape buffers around Crockleford Heath and towards Wivenhoe Registered Park, to the north of the A133. However, maximising the area of development through option 1, in particular, would result in an increased level of development within the parcel of land to the south of the A133 which has potential to impact upon the setting of Wivenhoe Registered Park. Options 2, 3a and 3, in particular, include a more substantial area of landscape buffer in the southern parcel of land. Through options 1 and 2 the area of the landscape buffer towards Grade II Listed Allen's Farmhouse would be substantially reduced compared to options 3 and 3a meaning these options could result in increased adverse effects in relation to the setting of this heritage asset.

4.63 Overall, an uncertain significant negative effect is expected for options 1 and 2 and an uncertain minor negative effect is expected for options 3 and 3a.

SA Objective 10: To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation

4.64 It is expected that impacts relating to energy use and practices relating to waste management will be affected by the behaviour of new residents at the

site, although the design of new homes can influence these behaviours. The potential for waste reduction and promoting recycling at the site will also be influenced by the potential for residents to benefit from kerbside collections and it is expected that this service would be extended to serve the Garden Community area. All three options considered are to incorporate higher building standards to increase energy efficiency and on-site renewable energy facilities for generation and storage, thereby limiting the community's dependency upon energy from fossil fuels.

4.65 The potential for developments to be delivered to be adaptable to climatic change will be influenced by detailed design, such as the incorporation of appropriate materials and building orientation. It will also be of importance to incorporate green infrastructure at the site which will help attenuate flood waters, support the sequestration of greenhouse gases, adapt the Garden Community to higher temperatures resulting from climate change and support habitat connectivity as species come under pressure from changing weather patterns. All four options would maintain the green edge to Colchester with the creation of a major new country park and enhance the existing north-south green infrastructure as well as providing east-west green infrastructure linkages. While each option incorporates a minimum 48% of open space, the provision of open space under options 2 (52%), 3 (55%) and 3a (52%) is notably higher than under option 1 (48%). These three options are therefore expected to deliver development that would be better adapted to the effects of climate change than option 1.

4.66 Overall, a minor positive effect is expected for option 1 and a significant positive effect is expected for options 2, 3 and 3a.

SA Objective 11: To improve water quality and address water scarcity and sewerage capacity

4.67 Achieving more efficient water use and the potential to limit water scarcity through these means, will be most influenced by the behaviour of new residents

at the Garden Community. The detailed design of the site and other measures such as the incorporation of low-flow water appliances may also help address this issue. All four options would be delivered to incorporate Sustainable Drainage Systems and water management systems to mimic natural hydrological processes.. Each option would support the restoration of Borrow Pits to the east of Link Road as water bodies. The Garden Community lies outside of Source Protection Zones (SPZ) in Tendring and Colchester and it is not expected that the variation of the distribution of development through each option would greatly impact water quality.

4.68 The Integrated Water Management Strategy (IWMS) Stage 2 report has been commissioned to inform future work as part of the DPD process. This report will be able to inform further stages of masterplanning for the site and the SA for the submission plan. The IWMS Stage 1 report [\[See reference 22\]](#) was carried out for the Section 1 Local Plan and concluded for the three Garden Communities in North Essex considered as part of that plan, that there are workable wastewater options within the limits of conventional treatment which would not impact on the Water Framework Directive status of receiving waterbodies.

4.69 A minor positive effect is expected for all three options.

SA Objective 12: To reduce the risk of fluvial, coastal and surface water flooding

4.70 Within the site there are areas of higher flood risk (including areas of flood zone 3) along Salary Brook to the west. There are also small areas of 1 in 30 years surface water flood risk and medium ground water flood risk interspersed throughout the site. Under all four options, these areas would be maintained as undeveloped within a landscape buffer. All four options are also to incorporate sustainable drainage systems and water management systems which mimic natural hydrological processes. Nonetheless, the development of a relatively large area of greenfield land would increase the amount of impermeable

surfaces, which could increase downstream flood risk. Given the larger area of development set out through option 1 and the reduced level of open space incorporated through this option, it is not expected to perform as well as options 2, 3 and 3a in relation to minimising flood risk.

4.71 Overall, a mixed minor positive and minor negative effect is expected for option 1 and a mixed significant positive and minor negative effect is expected for options 2, 3 and 3a.

SA Objective 13: To improve air quality

4.72 Given the amount of development at the Garden Community, an increased number of journeys in the area is expected as homes are occupied, and businesses become operational. A proportion of these will be made by private car, with the overall level dependent on the choices of new residents and users of the site. This increase in car travel in the area will contribute to adverse air quality, although it is noted that technological advancement have seen a general trend towards less polluting vehicles. As described in relation to SA objectives 1 and 5, all three options would incorporate a similar level of community services and facilities and employment opportunities at neighbourhood hubs across the Garden Community. The incorporation of these provisions at the site is likely to help support a level of self-containment and reduce the need for regular travel to be made by car from the Garden Community. Reduced travel within and from the site is expected to help limit air pollution associated with travel at the site. There are existing air quality issues within the town of Colchester, with an AQMA having been declared within the town centre; however, it is not expected that any one option would have substantially increased potential to affect air quality at this location.

4.73 All four options support connectivity across the site, given the green links and rapid transit system to be incorporated. It is also expected that all options would provide nearby access to employment opportunities within the new centres to be incorporated as well as at the new employment clusters to be focussed towards the north east and south of the Garden Community site.

4.74 Through all four options there is potential for new residents to make use of existing bus stops and new bus services that will supplement the rapid transit system along the A133. This potential is greatest under options 1, 2 and 3a with their increased level of development to the south of the A133, close to the university campus and the services and facilities in this area. It is noted that all four options allow for increased connections across the A133 towards the university campus, which may mean that any difference between the four options in relation to use of existing bus stops at the university campus may be minimal.

4.75 By allowing a higher density of development and smaller overall developable site area, option 3 and to a lesser extent option 3a are expected to perform most favourably in terms of promoting trips by active and sustainable modes and thereby having more limited impacts on air quality. These options are also considered to have the greatest potential for achieving a rapid transit system which achieves a level of coverage and the requisite speed of journey times to remain viable in the longer term. This would be achieved by locating stops at the park and choose site, the district centres (where density is highest of development and the greatest number of people can access services) and the university. Option 3a is likely to achieve many of the benefits identified for option 3. However, the extension of the developed area further to the west towards the Knowledge Gateway area through this option, is likely to mean that some site users and residents would be less likely to benefit from easy access to a wide range of services and facilities within the new centres to be incorporated. The area served by the rapid transit system included through option 2 and option 1 in particular is greater, given the larger size of developed area involved. This means that journey times for passengers towards Colchester and other settlements would be longer, which could affect the potential for residents to regularly use its services and support its longer viability.

4.76 All four options incorporate similar areas of landscaping surrounding the main routes (most notably the A120 and A133) at the edge of the Garden Community which will help to minimise impacts from air pollution associated with these routes. Each option also incorporates targeted speed reductions and traffic calming on the A133 immediately to the south of the Garden Community

and these measures will further help to reduce the potential for air pollution from this source to affect residents at the site.

4.77 Overall, a mixed minor positive and minor negative effect is expected for options 1 and 2 and a mixed significant positive and minor negative effect is expected for options 3 and 3a.

SA Objective 14: To conserve and enhance the quality of landscapes

4.78 Much of the Garden Community area is assessed as having high to moderate landscape value and the plateau edges have been identified to form visible skylines which are particularly sensitive to built development.

Recommendations for the development of the site include the retention of woodlands and hedgerows/field boundaries [\[See reference 23\]](#). Furthermore, the site takes in land between the settlements of Colchester, Wivenhoe and Elmstead Market. As such, without sensitive design, there is potential for the loss of or impacts relating to existing features of landscape value, harm to existing character and the coalescence of settlements.

4.79 Through all four options a country park would be incorporated to the west thereby helping to maintain separation between the Garden Community and the settlement of Colchester. The maintenance of this area as undeveloped will also help to maintain areas of ancient woodland and support the incorporation of green infrastructure which is likely to benefit landscape character in the area. Option 1 seeks to achieve the maximum developable area within the site boundary. Through this option, while development would be delivered in the context of a landscape framework, with 50m buffer zones to the southern and eastern edges, there would be a more extensive development footprint and the infrastructure required to support growth at the site would be more extensive including an extended rapid transit system.

4.80 Of the four options considered, option 1 would include the highest level of development to the south of the A133 which could result in a limited sense of separation between the Garden Community and the settlement of Wivenhoe to the south. In all, it is expected that the lower levels of density delivered through this option would result in increased sprawl and encroachment on presently undeveloped area including those with existing landscape value. Through option 2 the increased density of development would mean that the rapid transit system would be less extensive and most importantly the landscape buffers retained to the south and east would be more sizeable.

4.81 While all options incorporate a range of densities to respond to the exiting character of the site, option 3 incorporates an approach to achieve higher levels of density and maximise the area to be retained as undeveloped, with extensive landscape buffers to the south and east. While higher densities of development achieved could have implications for local character, incorporating a range of densities to respond appropriately to local character will mitigate the potential for adverse effects. The higher densities of development supported through this option will mean that the land to the south of the A133 can be retained entirely as undeveloped while the same overall level of housing development is achieved. Furthermore, the area of landscaping towards the eastern boundary of the site is most extensive through this option. This approach is considered to be of particular importance in terms of preventing coalescence between the settlements of Colchester, Wivenhoe and Elmstead Market as the Garden Community is developed.

4.82 Through option 3a, a relatively high average development density would result which is only lower than that set out through option 3. Option 3a, however, would result in an alteration to option 3 which would include land for development to allow for the expansion of the university to the south of the A133 and for the further westerly extension of development to the north of this road. This approach has the potential to contribute to coalescence between the Garden Community and Wivenhoe to the south. It would also result in some development on the eastern slopes of the Salary Brook valley with potential effects relating to the landscape and topographical context of this area. These issues would need to be addressed by maintaining the openness of the southern area of parcel of land to the south of the A133 through the

incorporation of appropriate uses such as sport and recreation and by sympathetic design in the area to north and west of the A133.

4.83 Overall, a mixed minor positive and significant negative effect is expected for option 1, a mixed minor positive and minor negative effect is expected for options 2 and 3a and a mixed significant positive and minor negative effect is expected for option 3.

SA Objective 15: To safeguard and enhance the quality of soil and mineral deposits

4.84 The majority of the Garden Community area falls within a mineral safeguarding area for sand and gravel. The site is greenfield land and much of it comprises grade 1 agricultural soils, with some areas of grade 2 and grade 3 soils to the north west and west, respectively. The development of the Garden Community will therefore result in the loss of a large area of greenfield land as well as loss of access to higher value agricultural soils. It may be that the extraction of any viable mineral resources can be achieved before development of the site occurs.

4.85 The more extensive footprint of development that would result through option 1 would result in loss of a larger area of greenfield and higher value agricultural soils. The land within the site, proposed to be free from built development, would be maintained as open space and green infrastructure which may limit these areas use for agricultural purposes. However, there is potential for the incorporation of allotments and orchards at the site in these locations, which would benefit from being located on higher value soils. Furthermore, the maintenance of these areas as undeveloped may allow for their use for more intensive food growing in the longer term. Option 3 and to a lesser extent option 3a would preserve a more substantial area of the Garden Community site as undeveloped. However, even under these options, the amount of greenfield land take and area of higher value agricultural soils to be developed would still be relatively high.

4.86 Overall a significant negative effect is expected for all four options.

Policy 1: Land uses and spatial approach

4.87 Policy 1 sets out the key land uses for the Garden Community and spatial parameters within which it is expected to be built. It also sets out the Councils’ expectations for the information that will need to be submitted and approved ahead of the determination of any planning applications for development of the site.

4.88 As discussed in the preceding section of this report, the Councils considered four options for the land uses and spatial parameters for the site. These options were originally presented in the Masterplan Design Options Report [See reference 24]. The appraisal of the four options considered was undertaken ‘policy-off’ (that is to say without considering the potential for mitigation to be achieved through detailed policy requirements in the DPD).

4.89 The appraisal of Policy 1 is based on the Council’s preferred approach for the spatial layout of the site as described in the policy text and accompanying key diagram, while also considering the mitigation that might be achieved through the requirements of the policy. The spatial layout described by Policy 1 represents an evolution of the preferred approach, option 3: maximum landscape, as presented in the Masterplan Design Options Report.

Table 4.4: Sustainability effects of Policy 1: Land Uses and Spatial Approach

SA Objective	Policy 1 Effect
SA 1: Safety and community cohesion	++

SA Objective	Policy 1 Effect
SA 2: Housing	++
SA 3: Health	++/-
SA 4: Vitality and viability of centres	++
SA 5: Economy	++
SA 6: Biodiversity and geological diversity	--/+
SA 7: Sustainable travel	++/-
SA 8: Services and infrastructure	++
SA 9: Historic environment and townscape	-
SA 10: Energy efficiency and climate change	++
SA 11: Water resources and quality	0
SA 12: Flood risk	+/-
SA 13: Air quality	++/-
SA 14: Landscape	++/-
SA 15: Soils and minerals resources	--

4.90 Policy 1 requires the Garden Community to be developed to be inclusive, safe and healthy. The development is to be provided across three distinct 'neighbourhoods' with each to be served by at least one 'centre'. At these locations a range of shops, jobs, services and community facilities, including education are to be accessible. The aim is to provide access to local services and facilities within a 15 minute walk or via cycling or public transport, making the Garden Community relatively self-contained. Furthermore, the development of the site is to be supported by the necessary infrastructure delivered in a timely manner, with its development to meet the needs and lifestyle choices of a variety of residents. Conflict with existing communities is expected to be reduced by the inclusion of strategic green gaps that address coalescence concerns raised in consultation and protection of the distinctive rural identity of

Crockleford Heath by designation of an area of special character. Taken together, these policy requirements are judged to result in a significant positive effect in relation to SA objective 1: safety and community cohesion.

4.91 The delivery of 7,500 to 8,000 new homes is supported through Policy 1. This includes homes of a variety of sizes, types, tenures and densities. The inclusion of a new site for the accommodation of gypsies and travellers within the Garden Community to be planned by reference to an up-to-date Gypsy and Traveller Needs Assessment and will contribute to meeting the accommodation needs of this community. Furthermore, where a limited amount of development is supported in the Crockleford Heath Area of Special Character, this could include some low density, self-build and custom build homes. As such, the policy supports a substantial number of new homes to contribute to the needs of Tendring and Colchester that would meet a range of needs and a significant positive effect is expected in relation to SA objective 2: housing.

4.92 The policy requires that proposals at the Garden Community contribute positively to health and wellbeing. Proposals are also required to accord with a future Strategic Masterplan for the site which is to be informed by the National Design Guide, National Model Design Code, Building for a Healthy Life and Building with Nature which will help ensure the creation of healthier places. As part of the infrastructure to be incorporated at the site, the policy requires that key infrastructure including that relating to health is provided from the early phases of development. Considered in combination with the requirement for layout of the site to ensure that a range of services and facilities are easily accessible to residents, which is likely to help promote active modes of transport a significant positive effect is expected in relation to SA objective 3: health and wellbeing. This significant positive effect is expected in combination with a minor negative effect given the potential for the health implications (relating to noise, air and light pollution) of delivering development close to the A-roads at the northern and southern boundaries of the site and close to the new link road between these.

4.93 Through Policy 1 the delivery of the Garden Community is to achieve three distinct but interconnected neighbourhoods, each supported by a new centre.

The density of development across the Garden Community will vary across and within each neighbourhood area. This approach is to be supported by a creation of a highly connected site, achieved by the incorporation of walking, cycling and rapid transit system routes. As such the development is expected to be delivered in a manner which ensures that a large number of residents have access to services and facilities within 15 minutes. The high level of access for Garden Community residents to the new centres and the provision of these centres to deliver new services and facilities from the early phases of development is likely to support their long term viability. A significant positive effect is therefore expected in relation to SA objective 4: vitality and viability of centres.

4.94 Policy 1 requires the delivery of employment land within the site principally at a new business park to the south of the A120 and east of the new A120/A133 Link Road. To the north of the A133 and the University of Essex the expansion of the university will be supported and this will include new employment uses. Employment land is also to be incorporated in the new centres within each neighbourhood. The distribution of this employment land is likely to provide easy access to jobs for many residents. Access to these locations is to be supported by the rapid transit system, 'Park and Choose' facilities, and a network of walking and cycling routes incorporated at the site. These sustainable transport links will also support access to employment opportunities in the wider area such as the University of Essex, Colchester Town Centre, Colchester General Hospital and the Northern Gateway. A significant positive effect is therefore expected in relation to SA objective 5: economy.

4.95 The policy sets out the principle of development for the site, which contains several areas of ancient woodland, Salary Brook Local Nature Reserve and a number of Local Wildlife Sites to the west. Development at this location, considering the associated loss of greenfield and resultant increased in human activities, will have implications in terms of habitat loss, fragmentation and disturbance. However, significant areas of the site are to be maintained as undeveloped 'Strategic Green Gaps' and furthermore, a new country park is to be delivered in the western part of the Garden Community. In line with the policy, this park will incorporate land and woodland at and around Salary Brook Nature Reserve and provide connections with the wider green infrastructure

network. These measures are likely to secure benefits in terms of space for wildlife and habitat provision. Considering these potential benefits together with the potential for widespread impacts on existing habitats (including those which are undesignated), an overall mixed minor positive and significant negative effect is therefore expected in relation to SA objective 6: biodiversity and geological diversity. The potential for mitigation of the significant negative effect of the policy alone is considered in the cumulative effects chapter.

4.96 The delivery of development at the site will undoubtedly result in an increased number of journeys as homes and businesses are occupied. While private and commercial car access will be provided to the site, priority is to be given to sustainable modes. Furthermore, given the connectivity supported through the policy via new walking, cycling and rapid transit routes it is expected that many residents can make use of active and sustainable modes to meet many of their day to day needs. The incorporation of essential services and facilities at a centre within each new neighbourhood, as well as employment land across a number of locations at the Garden Community and achievement of higher, but appropriate levels of density, will further promote good access for residents and encourage journeys by more sustainable modes. The policy also requires that the delivery of essential infrastructure is phased so that it is available as soon as it is needed. As such, a mixed significant positive and minor negative effect is expected in relation to SA objective 7: sustainable travel. Given that the policy supports good access to a range of services and facilities for a majority of new residents at the new centres to be delivered within the Garden Community, a significant positive effect is also recorded in relation to SA objective 8: services and infrastructure.

4.97 By providing development at the Garden Community there is potential for impacts upon a number of designated heritage assets. This includes several listed buildings towards Crockleford Heath, Grade II Listed Allen's Farmhouse to the north east of the site and Wivenhoe Registered Park outside of the site boundary to the south west. Policy 1 requires development to occur following an appropriate approach to architecture, design, character, development density and public space, to achieve a distinctive sense of place. The approach to development is also required to consider the proximity of heritage assets. Furthermore, to the south of A133 and east of new Link Road and south of

Allen's Farm, land will be maintained as Strategic Green Gaps where development will only be permitted if it is appropriate to a countryside location. Similarly, land at Crockleford Heath is to be treated as undesignated open countryside to limit development at this location to that appropriate to its rural setting. The approach to development at these locations will help to limit adverse impacts on the settings of Wivenhoe Registered Park, heritage assets at Allen's Farm and Crockleford Heath. While the scale of development at the Garden Community has the potential to adversely affect the settings of the heritage assets in question, the requirements of Policy will help mitigate the magnitude of any effects. Considering the mitigation set out in the policy, a minor negative effect is expected in relation to SA objective 9: historic environment and townscape.

4.98 The maintenance of significant areas of the Garden Community as undeveloped open space with links to the wider green infrastructure network will be of importance to support adaptation to climate change and the resilience to more extreme weather events, such as increased temperatures and flooding. Policy 1 also requires that the development of the Garden Community achieves a minimisation of greenhouse gas emissions in line with the energy and waste hierarchies. It is envisaged as a development at which there is a reduction in embodied carbon and the prioritisation of renewable energy. Furthermore, the policy also requires that proposals mitigate and improve resilience to the effects of climate change. As such, a significant positive effect is expected in relation to SA objective 10: energy efficiency and climate change.

4.99 The Garden Community is not located within a Source Protection Zone (SPZ) which might otherwise mean that development might have potential for adverse effect relating to water quality. Policy 1 does not directly address water quality at the development. Policy safeguards are included in the Section 1 Local Plan, which ensures that a given development will not proceed until the necessary infrastructure upgrades have been provided as necessary in accordance with Anglian Water Services and Environment Agency advice. A Stage 2 IWMS has been commissioned and the findings of this will be incorporated into the Plan, masterplans and design codes. This evidence will be available to inform future work as part of the DPD process. The report will be able to inform further stages of masterplanning for the site and the SA for the

submission plan. The IWMS Stage 1 report [See reference 25] was carried out for the Section 1 Local Plan and concluded for the three Garden Communities in North Essex considered as part of that plan, that there are workable wastewater options within the limits of conventional treatment which would not impact on the Water Framework Directive status of receiving waterbodies. A negligible effect is therefore expected in relation to SA objective 11: water resources and quality.

4.100 The Garden Community site contains a small number of areas of higher fluvial flood risk (including areas of flood zone 3) along Salary Brook to the west, although Policy 1 provides for a new Country Park and protection of an area of Ancient Woodland in this watercourse corridor. There are also small areas of 1 in 30 years surface water flood risk and medium ground water flood risk interspersed throughout the site. Policy 1 does not directly address flood risk at the site, although it is understood from the testing of masterplan options, that the Garden Community is to incorporate sustainable drainage systems and water management systems which mimic natural hydrological processes. While the policy preserves significant areas of the site area as undeveloped, where natural drainage patterns would likely continue, the development of a relatively large area of greenfield land would increase the amount of impermeable surfaces which could affect local flood risk or flood risk in the surroundings. Therefore, a mixed minor positive and minor negative effect is expected in relation to SA objective 12: flood risk.

4.101 The provision of the Garden Community to be relatively self-contained with access to a reliable rapid transit network as well as nearby services, facilities and jobs is likely to be reduce the need to travel by private vehicle. As required by Policy 1, the provision of required infrastructure at the early phases of development of each neighbourhood area and promotion of walking, cycling and public transport will further support this approach. However, the occupation of new homes and businesses will nevertheless result in some need to travel across and beyond the site. While there is a trend towards less polluting and electric vehicles, these will still make some contribution to local air pollution. An overall mixed significant positive and minor negative effect is expected in relation to SA objective 13: air quality.

4.102 As discussed in relation to the historic environment, Policy 1 requires that development should be delivered at the Garden Community to achieve a distinctive sense of place. Furthermore, it requires that significant areas of land within the Garden Community are maintained as Strategic Green Gaps, preventing most forms of development in these locations. This approach will avoid the potential for coalescence between Colchester, Wivenhoe and Elmstead Market, thereby helping to preserve their individual character. Similarly, land at Crockleford Heath is to be treated as undesignated open countryside to limit development at this location and preserve its rural setting. Regardless of the requirements set out in Policy 1 and the proposed site layout in the key diagram, the development of this large area of greenfield land, which presently forms part of the countryside to the east of the settlement of Colchester, will have implications for local character. The site has been assessed to have high to moderate landscape value and much of the area displays a degree of landscape sensitivity [\[See reference 26\]](#). A mixed significant positive and minor negative effect is expected in relation to SA objective 14: landscape.

4.103 The majority of the Garden Community site falls within a mineral safeguarding area for sand and gravel and it is mostly greenfield land. Furthermore, much of the site comprises grade 1 agricultural land (excellent quality) with areas of grade 2 (very good) and 3 (good to moderate) interspersed. While Policy 1 maintains large areas of the Garden Community as undeveloped, its development would still involve the loss of large areas of greenfield land and higher value agricultural soils to development. There is also potential for access to minerals to be adversely affected. A significant negative effect is therefore expected in relation to SA objective 15: soils and minerals resources.

Reasonable alternatives

4.104 As described earlier in this section two reasonable alternatives (option 1: maximum development footprint and option 2: maximum connectivity) have

been considered as part of the plan preparation process. The appraisal of these options is presented earlier in this report.

Policy 2: Development at the Garden Community

4.105 Policy 2 sets out the minimum design criteria against which development proposals for the Garden Community will be considered. Part A of the policy provides the minimum planning criteria for ensuring development is well designed and relates well to its surroundings. Part B ensures that practical requirements have been addressed and Part C ensures that potential impacts on surrounding uses and/or the local environment are identified, and measures are put in place to ensure any adverse impacts are minimised. The likely sustainability effects of Policy 2 are set out in Table 4.5 and described below the table.

Table 4.5: Sustainability effects of Policy 2: Development at the Garden Community

SA Objective	Policy 2 Effect
SA 1: Safety and community cohesion	+
SA 2: Housing	0
SA 3: Health	+
SA 4: Vitality and viability of centres	0
SA 5: Economy	0
SA 6: Biodiversity and geological diversity	+?
SA 7: Sustainable travel	+

SA Objective	Policy 2 Effect
SA 8: Services and infrastructure	+
SA 9: Historic environment and townscape	+?
SA 10: Energy efficiency and climate change	+?
SA 11: Water resources and quality	+?
SA 12: Flood risk	+
SA 13: Air quality	+?
SA 14: Landscape	+
SA 15: Soils and minerals resources	+?

4.106 Policy 2 sets out a framework for all new development within the broad location for the Garden Community. This framework sets out criteria for design, practical requirements and impacts and compatibility. As such, minor positive effects are expected in relation to SA objectives 1: safety and community cohesion and 3: health as the policy aims to reduce the potential for crime and anti-social behaviour through the creation of safe spaces and good design which is also likely to indirectly improve the health and wellbeing of the community. In addition, all new development must prioritise walking, cycling and public transport which could encourage more active travel and promote higher levels of physical exercise. of the priority to be given to sustainable transport modes is also likely to result in minor positive effects in relation to SA objectives 7: sustainable travel and 8: services and infrastructure.

4.107 Minor positive effects are also expected in relation to SA objectives 6: biodiversity and geological diversity and 9: historic environment and townscape as this policy requires new development to maintain and enhance the local ecology and historic environment. However, this effect is uncertain until the design and layout is confirmed as there are multiple Local Wildlife Sites, patches of ancient woodland and heritage assets including a Registered Park and Garden within the broad location for the Garden Community that could be adversely affected. Additionally, the new development must integrate

sustainable drainage systems which could enhance the local biodiversity, reduce flood risk and build the area's resilience to climate change. As such, minor positive effects are expected in relation to SA objective 12: flood risk.

4.108 The policy states that the new development must demonstrate how it will minimise greenhouse gas emissions and reduce its contribution to climate change through specific mitigation noted in other policies within the plan. The development must also minimise adverse effects on air, land and water quality. As such, a minor positive effect with uncertainty is expected in relation to SA objectives 10: energy efficiency and climate change, 11: water resources and quality, 13: air quality and 15: soils and mineral resources. However, the effects of Policy 2 alone are uncertain as they will also depend on the successful implementation of other, more specific policies in the Plan (e.g. Policy 3: Nature; Policy 8: Sustainable infrastructure) if some of the potential negative effects of development are to be avoided.

4.109 Minor positive effects are expected in relation to SA objective 14: landscape as the development must respect and enhance the local landscape character, views, and locally important features.

Reasonable alternatives

4.110 The Councils considered the following alternatives to this policy:

- Alternative 1: No policy in the Plan and reliance on the requirements of the Section 1 Plan and national policy.

4.111 The NPPF and adopted policies in the Section 1 Plan form part of the future baseline against which the DPD policies have been assessed. Alternative 1 does not, therefore, constitute a reasonable alternative for the purposes of the SA and has not been appraised.

Policy 3: Nature

4.112 Policy 3 aims to protect existing green infrastructure and enhance the green infrastructure network for the benefit of people and wildlife. It also seeks to protect and enhance existing historic assets as well as natural assets incorporating these as part of a well-connected green infrastructure network to contribute to the distinctive character of the Garden Community. The likely sustainability effects of Policy 3 are set out in Table 4.6 and described below the table.

Table 4.6: Sustainability effects of Policy 3: Nature

SA Objective	Policy 3
SA 1: Safety and community cohesion	+
SA 2: Housing	-
SA 3: Health	+
SA 4: Vitality and viability of centres	0
SA 5: Economy	-
SA 6: Biodiversity and geological diversity	++
SA 7: Sustainable travel	+
SA 8: Services and infrastructure	+
SA 9: Historic environment and townscape	+
SA 10: Energy efficiency and climate change	+
SA 11: Water resources and quality	+
SA 12: Flood risk	+
SA 13: Air quality	+

SA Objective	Policy 3
SA 14: Landscape	++
SA 15: Soils and minerals resources	+

4.113 Policy 3 supports the provision of open and recreational space at the Garden Community. This includes a new Country Park along the Salary Brook corridor, natural play areas and community gardens. It is expected that the delivery of these features will support access to areas where residents can benefit from increased informal interactions between each other and help to support increased social cohesion. A minor positive effect is therefore expected in relation to SA objective 1: safety and community cohesion. Social inclusion is also supported through the policy given that there is a requirement relating to the provision for people with special educational needs and disabilities regarding allotments. Furthermore, the SuDS features are required to be designed to specifically consider the safety of young children, the elderly and those with reduced mobility.

4.114 Given the protection the policy sets out for specific areas of open space which are to remain undeveloped, certain areas will be identified as not suitable for development. The policy also seeks to protect assets relating to biodiversity, heritage and landscape meaning that associated areas (for example areas of functionally linked habitats or those which contribute to the setting of the historic environment or landscapes of value) may also be deemed to be unsuitable for development. Minor negative effects are therefore expected for the policy in relation to SA objectives SA objective 2: housing and 5: economy.

4.115 The policy is expected to have a minor positive effect in relation to SA objective 3: health. While the policy does not support the provision of new or protect existing healthcare facilities at the Garden Community, it aims to protect and create spaces for recreation and leisure which might be used by residents as part of healthier lifestyles. Green infrastructure incorporated at the site is required to meets the standards in the Colchester and Tendring Sports, Recreation and Open Space Strategy or updates to the strategy. This evidence-based approach is likely to help ensure residents have access to an appropriate

amount and quality of open space. Furthermore, the multi-functional green infrastructure network delivered within the site will encourage active travel. This network is to link to PROWs in the surrounding area which is likely to help encourage the uptake of trips by active travel within and beyond the Garden Community.

4.116 Policy 3 directly seeks to limit the potential for biodiversity assets to be adversely affected as the Garden Community is constructed and occupied. Measures to support the incorporation of native trees, features that will support important species and natural habitats in line with the UK and Essex Biodiversity Action Plans and Nature Recovery Strategies are required. The green infrastructure network incorporated at the site will have benefits in relation to habitat provision and connectivity in the area and also will act as Suitable Accessible Natural Greenspace to help limit recreational trips to the sensitive Essex coast. A significant positive effect is therefore expected in relation to SA objective 6: biodiversity and geological diversity. The policy furthermore requires that development achieves locally set biodiversity net gain target as well as an increase in tree canopy cover of at least 10%.

4.117 Given that the policy requires the provision of walking and cycling infrastructure via green networks, minor positive effects are also expected in relation to SA objectives 7: sustainable travel, 8: services and infrastructure, 10: energy efficiency and climate change and 13: air quality. This includes links to the existing Colchester Orbital route. It is expected that this type of provision will help to limit journeys made by car and air pollution associated with this type of transport. The environmental mitigation to be provided in relation to the A120-A133 Link Road application will help to limit the potential for air quality issues to arise at this new route. The areas of green infrastructure provided at the site will also help to support carbon sequestration, as well as supporting the area's adaptation to the effects of climate change. This is likely to include increased resilience to changing flood risk and the increased average temperatures associated with climate change. Measures of benefit relating to these issues include the incorporation of SuDS incorporated as part of the green infrastructure network and tree planting to support shading.

4.118 Minor positive effects are also expected for the policy in relation to SA objectives 11: water resources and quality and 12: flood risk. This reflects the benefits relating to the incorporation of SuDS. The positive effects also reflect the requirement in the policy to incorporate ditch habitat, reedbeds and pond networks as part of SuDS which will support the successful functioning of the water environment in the area. The policy also encourages rainwater reuse and use of permeable surfaces wherever possible.

4.119 Positive effects are also expected for the policy in relation to SA objectives 9: historic environment and townscape and 14: landscape. The policy directly aims to conserve and enhance heritage assets and landscape character most notably in relation to the natural environment. High quality design is to be incorporated at the site in relation to numerous elements of the site including public realm, tree planting and SuDS. It is expected that the protection of existing open spaces and green infrastructure will help to preserve and potentially enhance the setting of the historic environment at the Garden Community as development is delivered. Given that the policy is explicitly supportive of the protection of natural features that will contribute to landscape character in the area, the positive effect expected in relation to SA objective 14 is expected to be significant. The policy specifically requires that a Green Infrastructure Strategy is prepared for the site to show how the green links at the site reflect the landscape setting.

4.120 The policy does not directly support the protection of higher quality agricultural soils or mineral resources at the Garden Community. However, the maintenance of a substantial area of the site as undeveloped open space will mean that there may be potential to make use of these resources within the site boundaries as part of garden Community's phased development. Policy 3 is supportive of the incorporation of allotments, orchards, growing fields, edible walkways and community gardens at the Garden Community which will allow for appropriate use of the higher value soils present within the site. A minor positive effect is therefore expected for the policy in relation to SA objective 15: soils and minerals resources.

Reasonable alternatives

4.121 The Councils considered the following alternative to this policy:

- Alternative 1: No policy in the Plan and reliance on the requirements of the Section 1 Plan, which are summarised at the beginning of this chapter, and national policy.
- Alternative 2: A more prescriptive policy, which lists exactly what biodiversity mitigation and net gain and SuDS requirements are required and where.

4.122 The NPPF and adopted policies in the Section 1 Plan form part of the future baseline against which the DPD policies have been assessed. Alternative 1 does not, therefore, constitute a reasonable alternative for the purposes of the SA and has not been appraised.

4.123 Alternative 2 would provide more certainty for developers in terms of what is expected to be provided on site to help limit adverse impacts relating to biodiversity assets in the Garden Community area. However, this approach would also be less flexible in terms of responding to changes in the natural environment over the lifetime of the Garden Community and changes in regard to biodiversity net gain, protected species, priority habitats and SuDS features. Therefore, while this approach could strengthen the significant positive effect expected in relation to SA objective 6: biodiversity and geological diversity it could also introduce an uncertain minor negative effect. Given that this approach would also affect SuDS provision and the incorporation of green infrastructure which will also affect local flood risk, it could also help to strengthen the minor positive effect expected in relation to SA objective 12: flood risk. As this change to the effect relating to SA objective 6, an uncertain minor negative effect is also expected to be introduced in relation to SA objective considering the reduced flexibility to respond to local changing circumstances.

4.124 The consultation questions included in the draft DPD also highlighted the potential for a lower or higher biodiversity net gain and tree canopy cover target to be included in the document. If a lower target for both targets were adopted, it may be that schemes which otherwise might not be considered viable may become so in the Garden Community. This could have benefits in relation to the rate at development is delivered at the Garden Community, limiting the potential for the minor negative effect expected in relation to SA objective 2: housing and 5: economy.

4.125 However, this approach is also likely to limit the potential for the significant positive effect in relation to SA objective 6: biodiversity and geological diversity. Requiring a lower level of biodiversity net gain and tree canopy cover is likely to reduce the proportion of the Garden Community maintained as undeveloped areas of open space (most notably those which can be considered 'wild') which contribute to the setting of the area, allow for physical recreation and support the safe infiltration of surface water. This approach would also include reduced support for tree planting which otherwise is likely to support carbon sequestration. It may be that this approach therefore limits the potential for minor positive effects relating to SA objectives 3: health, 9: historic environment and townscape, 10: energy efficiency and climate change, 12: flood risk and 14: landscape.

Policy 4: Buildings, place and character

4.126 Policy 4 sets out the Councils' expectation for the Garden Community to be unique and distinctive in its character and appearance, and for the new homes to meet high standards that will meet a variety of different needs and demands for people and families over the courses of their lives. Policy 4 is divided into 10 parts which identify the Councils' expectations around housing mix, density, space standards, self-build and custom-built homes, specialist housing, student accommodation, accommodation for Gypsies and Travellers, and the information to be provided as part of planning applications. The likely sustainability effects of Policy 4 are set out in Table 4.7 and described below the table.

Table 4.7: Sustainability effects of Policy 4: Buildings Place and Character

SA Objective	Policy 4 Effect
SA 1: Safety and community cohesion	+
SA 2: Housing	++
SA 3: Health	+
SA 4: Vitality and viability of centres	+
SA 5: Economy	+
SA 6: Biodiversity and geological diversity	+?
SA 7: Sustainable travel	+
SA 8: Services and infrastructure	+
SA 9: Historic environment and townscape	+?
SA 10: Energy efficiency and climate change	0
SA 11: Water resources and quality	+?
SA 12: Flood risk	+?
SA 13: Air quality	0
SA 14: Landscape	+?
SA 15: Soils and minerals resources	+/-

4.127 Minor positive effects are identified in relation to SA objectives 1: safety and community cohesion and 3: health as Policy 4 will adopt a landscape-led approach to design and will follow the NHS's Healthy New Towns principles and Sport England's Active Design principles which encourage active travel through safe and integrated walking and cycling routes and the provision of multifunctional spaces for sport, physical activities and social gatherings.

4.128 Policy 4 supports the provision of a mix of dwelling types, sizes and tenures, including affordable housing (at least 30% of all new homes in the Garden Community will be affordable housing, whilst 10% of all new homes will be provided for 'affordable home ownership'), student accommodation, specialist housing for older and disabled people, and accommodation for Gypsies and Travellers. The policy requires housing development in the Garden Community to be designed to ensure positive integration between affordable housing and housing sold on the open market. All new homes and gardens will be required, as a minimum, to meet and where possible to exceed the standards set out in the Government's 'Technical Housing Standards', the Essex Design Guide for Residential and Mixed-Use Areas, and the Building Regulations Part M4(2) and (3) 'Adaptable and Accessible Standards' and 'Wheelchair-Users'. Overall, a significant positive effect is expected for SA objective 2: housing.

4.129 Policy 4 requires the density of new housing in the Garden Community (ranging across the site 30-75 dwellings per hectare) to be higher around the three mixed-use neighbourhoods, transport corridors and Rapid Transit System stops and lower in more sensitive locations (most likely in the northern and central neighbourhoods to reflect landscape and heritage sensitivities). Therefore, minor positive effects are expected for SA objectives 4: vitality and viability of centres, 7: sustainable travel, and 8: services and infrastructure.

4.130 A minor positive effect is expected for SA objective 5: economy as the policy requires housing to be designed to facilitate home working by including a space for a home office in each dwelling and 'live-work' dwellings containing ground floor workshop accommodation to be located in areas in close proximity to the new neighbourhood centres which will support flexible working and a mix of employment opportunities in the neighbourhood centres.

4.131 A minor positive effect is expected for SA objective 9: historic environment and townscape as Policy 4 supports the creation of a Garden Community which will be a unique place with distinctive character that takes a positive and innovative approach to architecture, urban design, landmarks and public realm provision. This positive effect is reinforced, and minor positive

effects are identified for SA objectives 6: biodiversity and geological diversity, 11: water resources and quality, 12: flood risk, and 14: landscape, as the policy also requires the density of housing in the Garden Community to consider several criteria including impacts on designated and non-designated heritage and environmental assets, including their settings; and the need for an appropriate transition between built development and sensitive areas such as the open countryside and the Crockleford Heath Area of Special Character. Furthermore, a comprehensive landscape and visual impact assessment of the overarching masterplan and any detailed phased development proposals is required by Policy 4 which will help to ensure proposals minimise their impact on the existing landscape character and sensitive receptors in the surrounding settlements and countryside. However, these positive effects are uncertain until the design and layout of the Garden Community is confirmed as there are multiple Sites of Special Scientific Interest (SSSIs), Local Wildlife Sites (LWSs), Areas of Special Character, areas of ancient woodland, hedgerows, grasslands, wetlands and heritage assets within or in close proximity to the Garden Community that could be adversely affected. The minor positive effects identified in relation to the historic environment, biodiversity, flooding, water quality, and landscape are also reinforced as the policy seeks to direct development away from sensitive ecological, landscape and heritage locations.

4.132 Negligible effects are identified for SA objectives 10: energy efficiency and climate change and 13: air quality.

4.133 A minor positive effect is mixed with a minor negative effect for SA objective 15: soils and minerals resources as the policy seeks to deliver appropriate densities of development which will limit the need for development of greenfield land, however, the scale of development proposed in the Garden Community will result in the loss of best and most versatile agricultural land.

Reasonable alternatives

4.134 The Councils considered the following alternatives to this policy:

- Alternative 1: No policy in the Plan and reliance on the requirements of the Section 1 Plan and national policy.
- Alternative 2: A more detailed and prescriptive approach including a detailed Masterplan and Design Code and very detailed requirements and standards.

4.135 The NPPF and adopted policies in the Section 1 Plan form part of the future baseline against which the DPD policies have been assessed. Alternative 1 does not, therefore, constitute a reasonable alternative for the purposes of the SA and has not been appraised.

4.136 Alternative 2 is likely to strengthen the positive effects and remove the uncertainty identified in relation to the potential impacts on SA objectives 6: biodiversity and geological diversity, 9: historic environment and townscape, 11: water resources and quality, 12: flood risk, and 14: landscapes. A positive effect would be expected for SA objective 10: energy efficiency and climate change as it is likely that the design code would include a requirement to utilise renewable energy to generate electricity for the Garden Community and to incorporate passive design principles to optimise site layout, building form and orientation to minimise energy consumption.

Policy 5: Economic activity and employment

4.137 Policy 5 sets out the approach to maximising the economic potential of the Garden Community and how that will be achieved. It aims to create as many job opportunities as possible that are within a commutable distance with an overall aim of creating at least one job per new household. The likely sustainability effects of Policy 5 are set out in Table 4.8 and described below the table.

Table 4.8: Sustainability effects of Policy 5: Economic Activity and Employment

SA Objective	Policy 5 Effect
SA 1: Safety and community cohesion	0
SA 2: Housing	+
SA 3: Health	+
SA 4: Vitality and viability of centres	++
SA 5: Economy	++
SA 6: Biodiversity and geological diversity	-?
SA 7: Sustainable travel	++
SA 8: Services and infrastructure	++
SA 9: Historic environment and townscape	-?
SA 10: Energy efficiency and climate change	0
SA 11: Water resources and quality	-?
SA 12: Flood risk	-?
SA 13: Air quality	+/-?
SA 14: Landscape	-?
SA 15: Soils and minerals resources	-?

4.138 Significant positive effects are expected in relation to SA objectives 5: economy and 8: services and infrastructure. Policy 5 aims to create a wide range of opportunities for employment, education and training with the overall aim of creating one easily commutable job per household. Furthermore, all development proposals must demonstrate how they will maximise the opportunities for local people to access training and employment in the construction of the Garden Community. Additionally, a partnership between the

Councils, local educational establishments and developers will be formed to ensure the best possible match between new jobs and the skills required by local people to do those jobs.

4.139 Significant positive effects are also expected in relation to SA objective 7: sustainable travel as a Rapid Transit System will be created to enable a rapid and easy commute for residents to and from all neighbourhoods within the Garden Community to key employment areas outside of the Community. As such, this is likely to encourage residents to use public transport when travelling. Sustainable travel behaviour will also be supported by the policy's goal of creating employment opportunities within or close to new homes, the creation of neighbourhood centres, and construction of new homes with the highest standard of broadband access.

4.140 Significant positive effects are also expected in relation to SA objective 4: vitality and viability of centres as this policy supports the creation of new centres to provide a range of employment, retail and community spaces. Furthermore, some of the new centres to be delivered will incorporate health facilities. This range of provision is likely to create resilient local centres. Furthermore, minor positive effects are expected in relation to SA objective 3: health. This is because the creation of local centres with a wide range of amenities could encourage social interaction and help to ensure access to health facilities.

4.141 Minor positive effects are expected in relation to SA objective 2: housing because this policy supports the construction of new homes that are adaptable and flexible to home working and have the highest standard of broadband access. This will ensure futureproof new homes to support homeworking.

4.142 As this policy aims to develop new centres and a Rapid Transit System and expand the University of Essex and the Knowledge Gateway, there is the potential for negative effects on local ecological and historic assets and the landscape and for loss of high-quality agricultural land. Additionally, the increase in impermeable built surfaces could increase surface water flood risk. The new development will also bring with it more residents and workers, with potential for transport-related air pollution and water pollution from

contaminated surface runoff or from combined sewer overflows. As such, minor negative effects are identified in relation to SA objectives 6: biodiversity and geological diversity, 9: historic environment and townscape, 11: water resources and quality, 12: flood risk, 13: air quality, 14: landscape, and 15: soils and mineral resources. However, these effects are uncertain until the design and layout is confirmed as, for example there are multiple Local Wildlife Sites, patches of ancient woodland and heritage assets including a Registered Park and Garden within the broad location for the Garden Community which could be adversely affected. Minor positive effects are also expected in relation to SA objective 13: air quality as the creation of the Rapid Transit System is likely to reduce air pollution and traffic congestion.

Reasonable alternatives

4.143 The Councils considered the following alternatives to this policy:

- Alternative 1: No policy in the Plan and reliance on the requirements of the Section 1 Plan and national policy.

4.144 The NPPF and adopted policies in the Section 1 Plan form part of the future baseline against which the DPD policies have been assessed. Alternative 1 does not, therefore, constitute a reasonable alternative for the purposes of the SA and has not been appraised.

Policy 6: Community and social infrastructure

4.145 Policy 6 sets out how the Garden Community will deliver local community services and facilities, including opportunities for joint provision and co-location to provide services which best meet people's needs, are accessible to all and are innovative. The likely sustainability effects of Policy 6 are set out in Table 4.9 below and described below the table.

Table 4.9: Sustainability effects of Policy 6: Community and Social Infrastructure

SA Objective	Policy 6 Effect
SA 1: Safety and community cohesion	++
SA 2: Housing	0
SA 3: Health	++
SA 4: Vitality and viability of centres	++
SA 5: Economy	+
SA 6: Biodiversity and geological diversity	+?
SA 7: Sustainable travel	++
SA 8: Services and infrastructure	++
SA 9: Historic environment and townscape	+?
SA 10: Energy efficiency and climate change	+?
SA 11: Water resources and quality	0
SA 12: Flood risk	0
SA 13: Air quality	+
SA 14: Landscape	+?
SA 15: Soils and minerals resources	0

4.146 Policy 6 aims to deliver local community services and facilities that meet the Garden Community's needs, are innovative, multipurpose, and accessible to all. This policy seeks to create three neighbourhoods with local centres that include a diverse range of uses, including community and healthcare space in addition to an inclusive public realm that is safe and connects the community with the natural environment. Therefore, significant positive effects are expected in relation to SA objective 1: safety and community cohesion and 3: health

because it is likely that services and facilities will be aimed at all types of groups, include cultural infrastructure and access to community facilities will be improved directly benefiting the health and wellbeing of the community. Positive effects on health will be reinforced by the policy requirements for high quality open space, safe places for active play, flexible space to enable activities to support the wider determinants of health and the community and for these and other community facilities to be accessible by walking and cycling. Significant positive effects are also expected in relation to SA objective 4: vitality and viability of centres as the policy aims to create three neighbourhoods with local centres that include a diverse range of uses which include retail and employment. New local centres must create a sense of place and improve the range of employment opportunities within the area. As such, a minor positive effect is expected in relation to SA objective 5: economy.

4.147 Minor positive effects are expected in relation to SA objective 6: biodiversity and geological diversity as the creation of high-quality open space could create additional habitats for local wildlife. The requirement for all schools to be well connected to the natural environment will help to educate young people in its value, supporting its long-term stewardship. Additionally, the policy seeks to create high quality landscape and public realm design and open space which could have minor positive effects on SA objectives 9: historic environment and townscape and 14: landscape. However, all of these effects are uncertain until the design and layout is confirmed as there are multiple Local Wildlife Sites, patches of ancient woodland and heritage assets including a Registered Park and Garden within the broad location for the Garden Community which could be adversely affected.

4.148 One of the core principles behind the Garden Community is that it will be planned around a network of traffic-free walking and cycling routes with public transport options dispersed throughout. As such, the three neighbourhoods will be accessible by a comprehensive and integrated sustainable travel network which will encourage active travel and improve the availability of sustainable transport modes. Furthermore, access to services and facilities will be improved and schools, early year and childcare facilities will be provided and centrally located. As such, significant positive effects are expected in relation to SA objectives 7: sustainable travel and 8: services and infrastructure.

4.149 The supporting text states that there is an expectation that the new schools will be carbon positive; as such minor positive effects with uncertainty are expected in relation to SA objective 10: energy efficiency and climate change. This is because it is likely renewable energy sources will be used for the generation of energy and offsetting measures will be taken to mitigate any greenhouse gas emissions to become carbon positive. Creating carbon positive schools as well as a cohesive masterplanned Garden Community based around accessible walking, cycling and public transport options is likely to reduce air pollution and traffic congestion. Therefore, minor positive effects are also expected in relation to SA objective 13: air quality.

Reasonable alternatives

4.150 The Councils considered the following alternatives to this policy:

- Alternative 1: No policy in the Plan and reliance on the requirements of the Section 1 Plan and national policy.

4.151 The NPPF and adopted policies in the Section 1 Plan form part of the future baseline against which the DPD policies have been assessed. Alternative 1 does not, therefore, constitute a reasonable alternative for the purposes of the SA and has not been appraised.

Policy 7: Movement and connections

4.152 Policy 7 sets out the policy expectations in relation to movement and connections in the Garden Community. The key objectives and principles for the Garden Community are to ensure neighbourhoods are walkable, low traffic and liveable, where residents can access most of their daily needs within a 15-minute short walk or bike ride from their home. The Garden Community will be designed and built in a way that reduces the need to travel, especially by car, and enables new ways of working and service delivery that supports remote

working and digital solutions. The likely sustainability effects of Policy 7 are set out in Table 4.10 below and described below the table.

Table 4.10: Sustainability effects of Policy 7: Movement and Connections

SA Objective	Policy 7 Effect
SA 1: Safety and community cohesion	+
SA 2: Housing	0
SA 3: Health	++
SA 4: Vitality and viability of centres	+
SA 5: Economy	+
SA 6: Biodiversity and geological diversity	+?
SA 7: Sustainable travel	++/-
SA 8: Services and infrastructure	++
SA 9: Historic environment and townscape	+?
SA 10: Energy efficiency and climate change	+
SA 11: Water resources and quality	+?
SA 12: Flood risk	+
SA 13: Air quality	++/-
SA 14: Landscape	+?
SA 15: Soils and minerals resources	-

4.153 A minor positive effect is expected for SA objective 1: safety and community cohesion as Policy 7 requires all movement corridors and transport

infrastructure hubs to be safe and accessible to all, with convenient, direct, inclusive routes that are well-lit with natural surveillance.

4.154 A negligible effect is identified for SA objective 2: housing.

4.155 A significant positive effect is identified for SA objective 3: health as Policy 7 strongly supports the delivery of active travel routes throughout the Garden Community that are accessible for all abilities which will support healthy and active lifestyles. Each neighbourhood in the Garden Community will have a range of amenities, facilities and services, including employment opportunities, all accessible by active travel and sustainable transport routes which will promote accessibility to services, and will support the vitality and viability of the neighbourhoods and the local economy, resulting in a significant positive effect for SA objective 8: services and infrastructure and minor positive effects for SA objectives 4: vitality and viability of centres and 5: economy. The positive effect for SA objective 5: economy is reinforced by the fact that the Garden Community will provide sustainable transport routes to employment centres beyond the Garden Community including to Colchester and London.

4.156 Policy 7 requires all active travel corridors and transport infrastructure hubs to be designed as green corridors incorporating street trees, linear SuDS features, wildlife verges and other green infrastructure. It also requires the public realm around key centres to be designed so that access for general traffic is restricted, and pedestrians and cyclists have priority at most times, creating attractive, low-speed, low-traffic environments. Therefore, minor positive effects are expected for SA objectives 6: biodiversity and geological diversity, 9: historic environment and townscape, 11: water resources and quality, 12: flood risk, and 14: landscapes. However, these positive effects are uncertain until the design and layout of the Garden Community is confirmed as there are multiple Sites of Special Scientific Interest (SSSIs), Local Wildlife Sites (LWSs), Areas of Special Character, areas of ancient woodland, hedgerows, grasslands, wetlands and heritage assets within or in close proximity to the Garden Community that could be adversely affected by the scale of development proposed, including transport corridors, in the Garden Community.

4.157 Policy 7 requires the Garden Community to be designed with active travel and sustainable transport infrastructure, including a Rapid Transit System, electric/zero emission buses and Park and Choose facilities, at its core. This includes creating a network of safe and accessible walking, cycling and public transport routes with connections to key destinations within and beyond the Garden Community including the University of Essex, Colchester, and London. Each neighbourhood in the Garden Community will have a range of amenities, facilities, and services all accessible by active travel modes (all homes will be within 400m of a traffic-free route and all homes and employment centres will be within 800m of a mobility hub) which reduce the need to travel by private car to access these services further afield. The Garden Community will also be designed to integrate with the A120/A133 Link Road and deliver parking facilities although the design of the Garden Community will ensure that active travel and shared modes of transport are more direct, more efficient, and cheaper than private car reducing the need for private ownership. Overall, mixed effects (significant positive / minor negative) are expected for SA objectives 7: sustainable travel and 13: air quality as the Garden Community will deliver a range of services and facilities in each neighbourhood which reduces the need to travel further afield to access these services and will prioritise sustainable modes of travel as the main mode of choice for travel around the Garden Community. This will also help to reduce private vehicle traffic and improve air quality along key transport routes. Minor negative effects cannot be ruled out for these SA objectives as private car travel may be encouraged with the delivery of connections to the A120/A133 Link Road and parking facilities.

4.158 Policy 7 supports the incorporation of rapid electric vehicle charging points and hydrogen fuelling stations at the mobility hubs and Park and Choose facilities which will have a positive effect on SA objective 10: energy efficiency and climate change. A minor negative effect is identified for SA objective 15: soils and minerals resources as the scale of development proposed in the Garden Community, including transport corridors, will result in the loss of best and most versatile agricultural land.

Reasonable alternatives

4.159 The Councils considered the following alternatives to this policy:

- Alternative 1: No policy in the Plan and reliance on the requirements of the Section 1 Plan and national policy.
- Alternative 2: A less comprehensive policy but with further detail provided in design codes.
- Alternative 3: Include the Garden Community Parking Standards in Policy 7: Movement and Connections (this was raised as a consultation question).

4.160 The NPPF and adopted policies in the Section 1 Plan form part of the future baseline against which the TCBCG Plan policies have been assessed. Alternative 1 does not, therefore, constitute a reasonable alternative for the purposes of the SA and has not been appraised.

4.161 Alternative 2 is likely to result in more uncertain and negligible effects being identified as the policy would not comprehensively detail the requirements for movement and connectivity within the Garden Community.

4.162 Through Alternative 3, the addition of criteria relating to parking standards in Policy 7 would provide more certainty as to what will be required to be delivered in terms of parking. This additional detail could result in strengthening of the adverse effects identified as part of the mixed effects (significant positive / minor negative) in relation to SA objectives 7: sustainable travel and 13: air quality given that private car travel may be encouraged with the delivery of connections to the A120/A133 Link Road and parking facilities. The provision of increased parking facilities at the Garden Community could also strengthen the minor positive effect recorded in relation to SA objective 2: safety and community cohesion by supporting access for groups who might otherwise not be able to access certain services and facilities given their increased potential to experience mobility issues. This includes groups such as older people and people with disabilities.

Policy 8: Sustainable infrastructure

4.163 Policy 8 sets out infrastructure requirements for the Garden Community that are intended to ensure that it will be an exemplar development in relation to carbon emissions, energy efficiency, renewable energy generation, water efficiency, sustainable materials use and waste management, digital connectivity, and mineral resource preservation. The likely sustainability effects of Policy 8 are set out in Table 4.11 and described below the table.

Table 4.11: Sustainability effects of Policy 8: Sustainable infrastructure

SA Objective	Policy 8 Effect
SA 1: Safety and community cohesion	+
SA 2: Housing	0
SA 3: Health	+
SA 4: Vitality and viability of centres	0
SA 5: Economy	0
SA 6: Biodiversity and geological diversity	0
SA 7: Sustainable travel	0
SA 8: Services and infrastructure	+
SA 9: Historic environment and townscape	0
SA 10: Energy efficiency and climate change	++
SA 11: Water resources and quality	++
SA 12: Flood risk	0
SA 13: Air quality	+

SA Objective	Policy 8 Effect
SA 14: Landscape	0
SA 15: Soils and minerals resources	+

4.164 Policy 8 supports development of a community energy network where residents generate, store, share and use energy locally. It also requires the use of socially responsible materials in construction. These measures are expected to help foster community cohesion. It is also notable that the overall goal of a development that is net zero carbon and an exemplar of sustainability appears to be supported by the engagement feedback summarised in the plan and could act as a focus for community cohesion. As such, minor positive effects are expected in relation to SA objective 1: safety and community cohesion. This community energy network and various policy measures designed to deliver well designed, sustainable housing, including energy efficient buildings whilst avoiding overheating should help to provide warm, comfortable homes for residents that are affordable to heat, with minor positive effects in relation to SA objectives 2: housing and 3: health.

4.165 The policy requirement for the new community to be served by ultrafast broadband will facilitate homeworking for residents and efficiency for businesses in the Garden Community. The requirement for proposals to be informed by a Minerals Resource Assessment will help to avoid sterilisation of mineral resources. Together, these are considered to have minor positive effects in relation to SA objective 5: economy.

4.166 SA objective 8: services and infrastructure is mainly concerned with the provision of the social infrastructure (e.g. schools, GPs, shopping, leisure) and utilities necessary to support development rather than the types provided for by this policy, therefore only minor positive effects are identified.

4.167 Significant positive effects are expected from this policy in relation to SA objective 10: energy efficiency and climate change. Energy efficiency and climate change mitigation will be achieved via requirements for net zero carbon

buildings, application of the energy hierarchy in construction and operation, energy efficient building design and use of materials with low embodied carbon, generation of energy requirements from renewable sources, waste minimisation and a circular economy approach, and a carbon reduction strategy to accompany proposals. These measures are also expected to have minor positive effects in relation to SA objective 13: air quality, by reducing the need for energy generation by fossil fuel combustion. Some aspects of adaptation to climatic change are not covered by policy 8 (e.g. incorporation of green infrastructure; flood risk management) but the policy has some positive effects through requirements for residential development to be designed to both maximise energy efficiency and avoid overheating and to meet relevant sustainable design standards.

4.168 The policy sets out that all buildings must include water efficiency measures and seek to achieve water neutrality. Furthermore, water conservation measures such as the re-use of 'greywater' and rainwater 'capture and use' should be utilised. Therefore, significant positive effects are also expected from this policy in relation to SA objective 11: water resources and quality.

4.169 The requirement for proposals to be informed by a Minerals Resource Assessment will help to avoid sterilisation of mineral resources, resulting in minor positive effects in relation to SA objective 15: Soils and minerals resources. Efficient use of land via appropriate development density and avoidance of high quality agricultural land are not covered by this policy.

Reasonable alternatives

4.170 The Councils considered the following alternative to this policy:

- Alternative 1: No policy in the Plan and reliance on the requirements of the Section 1 Plan, which are summarised at the beginning of this chapter, and national policy.

4.171 The NPPF and adopted policies in the Section 1 Plan form part of the future baseline against which the TCBCG Plan policies have been assessed. Alternative 1 does not, therefore, constitute a reasonable alternative for the purposes of the SA and has not been appraised.

Policy 9: Infrastructure delivery and impact mitigation

4.172 Policy 9 requires proposals to demonstrate that there is sufficient appropriate infrastructure capacity to support the development or that such capacity will be delivered in a timely and, where appropriate, phased manner by the proposal. Where new or improved infrastructure is required, the policy sets out the mechanisms by which it should be provided. The likely sustainability effects of Policy 9 are set out in Table 4.12 and described below the table.

Table 4.12: Sustainability effects of Policy 9: Infrastructure delivery and impact mitigation

SA Objective	Policy 9 Effect
SA 1: Safety and community cohesion	+
SA 2: Housing	+
SA 3: Health	+
SA 4: Vitality and viability of centres	+
SA 5: Economy	+
SA 6: Biodiversity and geological diversity	+
SA 7: Sustainable travel	+
SA 8: Services and infrastructure	+

SA Objective	Policy 9 Effect
SA 9: Historic environment and townscape	+
SA 10: Energy efficiency and climate change	+
SA 11: Water resources and quality	+
SA 12: Flood risk	+
SA 13: Air quality	+
SA 14: Landscape	+
SA 15: Soils and minerals resources	+

4.173 Policy 9 does not relate to any particular types of infrastructure, instead it states that the widest reasonable definition of infrastructure will be applied. Instead, the policy defines processes and mechanisms that should ensure that all types of infrastructure that are necessary for sustainable development are provided, taking account of the cumulative effects of development on infrastructure capacity and the need for development to remain financially viable. The requirement for infrastructure to be provided in a timely and, where appropriate, phased manner should help to ensure that sustainable behaviours, for example use of public or active travel modes, can be followed as soon as new homes are occupied, helping to establish these for the long term. Taken together, these policy elements are expected to support and increase the certainty of the positive sustainable effects identified for other policies, particularly policy 6: community and social infrastructure and policy 8: sustainable infrastructure. Overall, minor positive effects are expected across all SA objectives.

Reasonable alternatives

4.174 No reasonable alternatives for this policy have been identified in the draft DPD.

Chapter 5

Cumulative Effects

5.1 The preceding chapter appraises the sustainability effects of each policy within the Tendring Colchester Borders Garden Community DPD on its own merits. This chapter brings together the effects identified for these separate elements to identify cumulative and synergistic effects of the Plan as a whole.

Table 5.1: Summary of SA effects for policies in the Tendring Colchester Borders Garden Community Development Plan Document

SA Objective	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15
Key Vision Theme Nature	+	-	+	0	-	+	+	0	+	+	+	+	+	+	0
Key Vision Theme Movement and Connections	+	0	+	+	0	0	+	+	0	+	0	0	+	0	0
Key Vision Theme Community and Social Infrastructure	+	0	+	0	0	0	+	+	0	+	0	0	+	0	0
Key Vision Theme Buildings, places and character	+	+	0	0	0	0	0	0	0	+	0	0	0	+	0
Key Vision Theme Sustainable infrastructure	0	+	+	0	0	+	+	0	0	+	0	+	+	+	0
1: Land Uses and Spatial Approach	++	++	++/-	++	++	--/+	++/-	++	-	++	0	+/-	++/-	++/-	--
2: Development at the Garden Community	+	0	+	0	0	+	+	+	+	+	+	+	+	+	+
3: Nature	+	-	+	0	-	++	+	+	+	+	+	+	+	++	+
4: Buildings, Place and Character	+	++	+	+	+	+	+	+	+	0	+	+	0	+	+/-
5: Economic Activity and Employment	0	+	+	++	++	-?	++	++	-?	0	-?	-?	+/-?	-?	-?
6: Community and Social Infrastructure	++	0	++	++	+	+	++	++	+	+	0	0	+	+	0
7: Movement and Connections	+	0	++	+	+	+	++/-	++	+	+	+	+	++/-	+	-
8: Sustainable Infrastructure	+	0	+	0	0	0	0	+	0	++	++	0	+	0	+
9: Infrastructure Delivery and Impact Mitigation	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Table 5.2: Summary of Likely Cumulative Effects for the DPD

SA Objective	Cumulative Effects for the DPD
1. Safety and community cohesion	++
2. Housing	++
3. Health	++
4. Vitality and viability of centres	++
5. Economy	++
6. Biodiversity and geological diversity	+/-
7. Sustainable travel	++/-
8. Services and infrastructure	++
9. Historic environment and townscape	-?
10. Energy efficiency and climate change	++
11. Water resources and quality	++?
12. Flood risk	+
13. Air quality	++/-
14. Landscape	+
15. Soils and minerals resources	--?

SA Objective 1: To create safe environments which improve quality of life, community cohesion

5.2 The DPD has a strong focus on creating three local centres within the Garden Community that aim to reduce the potential for crime and anti-social behaviour through the creation of safe spaces and good design thereby improving community cohesion particularly via Policies 1: Land Uses and Spatial Approach and 6: Community and Social Infrastructure. As such, cumulative significant positive effects (++) are expected for this SA objective.

SA Objective 2: To ensure that everyone has the opportunity to live in a decent, safe home which meets their needs at a price they can afford

5.3 The DPD provides for 7,500 to 8,000 new homes to be delivered in the Garden Community. Policy 1: Land Uses and Spatial Approach supports the delivery of a wide range of homes varying in size, type, tenure and density. In addition, the inclusion of a new site for the accommodation of gypsies and travellers within the Garden Community is to be planned to help meet the accommodation needs of this community. Policy 4: Buildings, Place and Character supports the provision of affordable housing, student accommodation and specialist housing for older and disable people. As such, cumulative significant positive effects (++) are expected for this SA objective.

SA Objective 3: To improve health/reduce health inequalities

5.4 In providing a substantial new number of homes and jobs, the DPD will contribute to improving human health and wellbeing by helping to ensure that everyone has access to suitable housing and employment. In addition, the DPD strongly supports active travel, particularly through Policy 7: Movement and Connections which will help deliver active travel routes throughout the Garden Community that are accessible for all abilities, thereby supporting healthy and active lifestyles.

5.5 Physical, mental and social wellbeing will also benefit from the provision of local services, facilities and infrastructure and open space, particularly those that encourage community cohesion and recreation, such as Policies 1: Land Uses and Spatial Approach and 6: Community and Social Infrastructure.

5.6 However, Policy 1 is also expected to have minor negative effects given the potential for the health implications of delivering development close to the A roads at the northern and southern boundaries of the site and close to the new link road between these. These effects are likely to be mitigated through Section 1 Local Plan policy SP 9: Tendring/Colchester Borders Garden Community as a network of multi-functional green infrastructure will be provided which could act as a barrier to any air and noise pollution. It is noted that while the Masterplan Design Options Report specifies landscape buffers between development and these major roads, this is not an explicit requirement in the DPD policies or key diagram. Details of such features would be developed up in more precise detail through the future Strategic and Neighbourhood Masterplans for the site and the subsequent planning applications.

5.7 Overall, cumulative significant positive effects (++) are expected for this SA objective.

SA Objective 4: To ensure and improve the vitality and viability of centres

5.8 Through Policy 1: Land Uses and Spatial Approach, the delivery of the Garden Community aims to achieve three distinct but interconnected neighbourhoods, each supported by a new centre. Policy 4: Buildings Place and Character requires higher housing density in locations with good accessibility to facilities, which should help to ensure a critical mass of residents accessing the service centres. Furthermore, through Policies 5: Economic Activity and Employment and 6: Community and Social Infrastructure the new centres are to provide a range of employment, retail, community and health spaces. This range of provision is likely to create resilient local centres. Overall, cumulative significant positive effects (++) are expected in relation to this SA objective.

SA Objective 5: To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways

5.9 The DPD requires the delivery of employment land within the site principally at a new business park and through the expansion of the University of Essex. Additionally, via Policy 1: Land Uses and Spatial Approach new centres will incorporate the allocation of employment land within each neighbourhood. Policy 5: Economic Activity and Employment also states that all development proposals must also demonstrate how they will maximise the opportunities for local people to access training and employment in the construction of the

Garden Community. Overall, cumulative significant positive effects (++) are expected in relation to this SA objective.

SA Objective 6: To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity

5.10 The DPD promotes the protection and enhancement of biodiversity through the provision of green infrastructure, tree planting and biodiversity net gain targets via Policy 3: Nature. Also, Policy 6: Community and Social Infrastructure promotes the creation of high-quality open space which could create additional habitats for local wildlife. Nevertheless, the development of the Garden Community set out in Policy 1: Land Uses and Spatial Approach, could result in habitat loss, fragmentation and disturbance as the site contains several areas of ancient woodland, Salary Brook Local Nature Reserve and a number of Local Wildlife Sites to the west. It is expected that a development of this sizeable scale would result in some level of adverse effect in relation to biodiversity regardless of the mitigation provided, given the associated level of greenfield land take, construction and human activities (including travel to and from the site) as the site is occupied. However, significant areas of the site are to be maintained as undeveloped 'Strategic Green Gaps' and furthermore, a new country park is to be delivered at the Garden Community.

5.11 The potential negative effects from Policy 1 are likely to be mitigated through Section 1 Local Plan policies SP 7: Place Shaping Principles and SP 9: Tendring/Colchester Borders Garden Community as they state development must incorporate biodiversity creation and enhancement measures. Additionally, the new country park will provide new habitat and buffer Salary Brook Local Nature Reserve from development. Also, contributions will be secured towards mitigation measures in accordance with the Essex Coast Recreational disturbance Avoidance and Mitigation Strategy.

5.12 The HRA Screening Report [\[See reference 27\]](#) considered potential effects of the Garden Community relating to European Sites. The screening report was unable to rule out all potential significant effects relating to:

impact on features (protected species) outside European Sites (in relation to Stour and Orwell Estuaries SPA and Ramsar site, Colne Estuary SPA and Ramsar site and Abberton Reservoir SPA);

recreational disturbance (in relation to Stour and Orwell Estuaries SPA and Ramsar site, Colne Estuary SPA and Ramsar site, Hamford Water SPA, SAC and Ramsar site, Essex Estuaries SAC, Blackwater Estuary SPA and Ramsar site and Dengie SPA and Ramsar site);

and water quantity and quality (in relation to Colne Estuary SPA and Ramsar site).

5.13 The next iteration of the plan will be subject to Appropriate Assessment to consider mitigation of the potential significant effects that could not be ruled out. Given that adverse effects relating to these sites could not be ruled out through the HRA work undertaken to date, an element of uncertainty is attached to the effects identified in relation to this SA objective. To limit the potential for adverse effects relating to European sites, it is recommended that the submission DPD reflects the findings of the HRA and subsequent iterations of that report. The uncertainty recorded in relation to this SA objective also reflects the unknown nature of whether compensatory measures will be successful and the difficulties of monitoring the success of these measures in the long term.

5.14 Overall, cumulative uncertain mixed minor positive and minor negative effects (+/-) are expected in relation to this SA objective.

SA Objective 7: To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion

5.15 The DPD has a strong focus on reducing the need to travel through creation of neighbourhoods with high accessibility to local services and facilities – within a 15 minute walk time or with high accessibility by cycling or public transport. Each neighbourhood centre will also contain a range of employment land and houses will be designed to facilitate home working and live-work arrangements. The Plan also has a strong focus on promoting sustainable modes of transport, including walking and cycling connectivity and the creation of a Rapid Transit System particularly via Policies 1: Land Uses and Spatial Approach, 5: Economic Activity and Employment, 6: Community and Social Infrastructure and 7: Movement and Connections. Despite all of these policy measures, the delivery of development of such a large scale at the site will undoubtedly result in an increased number of journeys within and beyond the site as homes and businesses are occupied, and some of these journeys will be by private car.

5.16 Overall, cumulative significant positive effects and minor negative (++) are expected for this SA objective.

SA Objective 8: To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary infrastructure to support new development

5.17 The DPD aims to create new centres in the Garden Community each with a range of amenities, facilities and services, including employment opportunities, all accessible by active travel and sustainable transport routes which will promote accessibility to services. This is likely to be achieved through Policies 1: Land Uses and Spatial Approach, 5: Economic Activity and Employment, 6: Community and Social Infrastructure and 7: Movement and Connections. Overall, cumulative significant positive effects (++) are expected for this SA objective.

SA Objective 9: To conserve and enhance historic and cultural heritage and assets and townscape character

5.18 The DPD requires development to follow an appropriate approach to architecture, design, character, development density and public space, to achieve a distinctive sense of place. The approach to development is also required to consider the proximity of heritage assets via particularly Policies 1: Land Uses and Spatial Approach and 2: Development at the Garden Community. In addition, Policy 4: Buildings Place and Character requires development densities to reflect the heritage value of Wivenhoe Park

Registered Park and Garden. Therefore, the policy requirements in the DPD will require the delivery of new development to maintain and enhance the local historic environment. However, location of Garden Community means there is potential for impacts upon a number of designated heritage assets. The scale of development at the Garden Community has the potential to adversely affect the settings of the local heritage assets and these effects will prove difficult to fully mitigate. It is expected that the requirements of the DPD policies outlined above and Section 1 Local Plan policies SP 7: Place Shaping Principles and SP 9: Tendring/Colchester Borders Garden Community will help limit the magnitude of any effects.

5.19 Overall, cumulative minor negative effects (-?) are expected for this SA objective, with uncertainty relating to how successfully the design and layout mitigate potential negative effects.

SA Objective 10: To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation

5.20 Policy 1: Land Uses and Spatial Approach requires that the development of the Garden Community achieves a minimisation of greenhouse gas emissions in line with the energy and waste hierarchies. The policy also requires that proposals mitigate and improve resilience to the effects of climate change. Furthermore, Policy 8: Sustainable Infrastructure requires net zero carbon buildings, energy efficient building design and use of materials with low embodied carbon, generation of energy requirements from renewable sources, and a carbon reduction strategy to accompany proposals. As such, cumulative significant positive (++) effects are expected for this SA objective.

SA Objective 11: To improve water quality and address water scarcity and sewerage capacity

5.21 Policy 8: Sustainable Infrastructure sets out that all buildings must include water efficiency measures and seek to achieve water neutrality. Furthermore, water conservation measures such as the re-use of 'greywater' and rainwater 'capture and use' should be utilised. However, the scale of new built development proposed by the DPD could pollute water through contaminated surface runoff or from combined sewer overflow during periods of high rainfall. The Stage 2 IWMS report has been commissioned to inform further stages of masterplanning for the site and the SA for the submission plan. Mitigation is provided by DPD policy 3: Nature and Section 1 Local Plan policy SP 9: Tendring/Colchester Borders Garden Community which provide for creation of a network of multi-functional green infrastructure and SuDS which could act as a filtration system. In addition, Policy 9: Infrastructure Delivery and Impact Mitigation requires that proposals for the Garden Community demonstrate that there is sufficient appropriate infrastructure capacity to support the development or that such capacity will be delivered in a timely and, where appropriate, phased manner by the proposal.

5.22 As such, cumulative significant positive (++) effects are expected for this SA objective, with uncertainty relating to the specific measures that will be delivered to protect water quality.

SA Objective 12: To reduce the risk of fluvial, coastal and surface water flooding

5.23 The Garden Community site contains a small number of areas of higher fluvial flood risk (including areas of flood zone 3) along Salary Brook to the west, although Policy 1: Land Use and Spatial Approach provides for a new Country Park and protection of an area of Ancient Woodland in this watercourse corridor thereby helping to mitigate any flood risk. Additionally, Policy 2: Development at the Garden Community sets out that new development must integrate sustainable drainage systems which could reduce flood risk and build the area's resilience to climate change.

5.24 Mitigation measures set out through Section 1 Local Plan policies SP 7: Place Shaping Principles and SP 9: Tendring/Colchester Borders Garden Community could further reduce any flood risk on site. Overall, cumulative minor positive (+) effects are expected for this SA objective.

SA Objective 13: To improve air quality

5.25 The DPD has a strong focus on reducing the need to travel through creation of neighbourhoods with high accessibility to local services and facilities – within a 15 minute walk time or with high accessibility by cycling or public transport. Each neighbourhood centre will also contain a range of employment land and houses will be designed to facilitate home working and live-work arrangements. For journeys that are required, use of private vehicles will be reduced by the creation of a rapid transit network and promoting sustainable modes of transport, including walking and cycling connectivity, via Policies 1: Land Uses and Spatial Approach and 7: Movement and Connections. Despite all of these policy measures, the delivery of development of such a large scale at the site will undoubtedly result in an increased number of journeys within and

beyond the site as homes and businesses are occupied, and some of these journeys will be by private car. The HRA work undertaken for the DPD [See reference 28] screened out significant adverse effects relating to air quality, however, the potential effects addressed through this work relate only to European sites. Further background reporting to air quality is to be undertaken to support the next iteration of the HRA and the findings of this work will also be reflected in the next iteration of the SA.

5.26 Overall, cumulative significant positive effects and minor negative (++) are expected for this SA objective.

SA Objective 14: To conserve and enhance the quality of landscapes

5.27 The DPD seeks to deliver a Garden Community that achieves a distinctive sense of place through high quality landscape and public realm design via Policies 1: Land Uses and Spatial Approach, 3: Nature and 6: Community and Social Infrastructure. Policy 2: Development at the Garden Community also highlights that the development must respect and enhance the local landscape and views. However, the development of this large area of greenfield land, which presently forms part of the countryside to the east of the settlement of Colchester, will undoubtedly result in major change to the local landscape and character. While the scale of development at the Garden Community has the potential to adversely affect the local landscape, the requirements of Policy 1 of the DPD and Section 1 Local Plan policy SP 7: Place Shaping Principles will help mitigate the magnitude of any effects. Overall, cumulative minor positive (+) effects are expected for this SA objective.

SA Objective 15: To safeguard and enhance the quality of soil and mineral deposits

5.28 The majority of the Garden Community site falls within a mineral safeguarding area for sand and gravel, is mostly greenfield land and much of the site comprises land which is of high agricultural value. While Policy 1: Land Uses and Spatial Approach will maintain large areas of the Garden Community as undeveloped, its development would still involve the loss of large areas of greenfield land and higher value agricultural soils to development. Overall, cumulative significant negative (--) effects are expected for this SA objective, with uncertainty relating to whether it will be possible to extract mineral deposits prior to development.

Chapter 6

Monitoring

6.1 The SEA Regulations require that:

“The responsible authority shall monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action” (Regulation 17), and that the environmental report should provide information on “a description of the measures envisaged concerning monitoring” (Schedule 2).

6.2 Monitoring proposals should be designed to provide information that can be used to highlight specific issues and significant effects, and which could help decision-making.

6.3 Monitoring should be focused on the significant sustainability effects that may give rise to irreversible damage (with a view to identifying trends before such damage is caused) and on the significant effects where there is uncertainty in the SA and where monitoring would enable preventative or mitigation measures to be taken.

6.4 Because of the early stage of the DPD, monitoring measures have been proposed in this SA Report in relation to all of the SA objectives in the SA framework. As the DPD is progressed further and the likely significant effects are identified with more certainty, it may be appropriate to narrow down the monitoring framework to focus on a smaller number of the SA objectives. This will be addressed in the next iteration of the SA Report.

6.5 The monitoring framework and indicators proposed in SA Report for the Section 1 Local Plan provide the starting point for the monitoring framework for the DPD. Further refinement will likely be necessary as the final DPD is produced, including consideration of any monitoring framework proposed for the DPD itself. The data used for monitoring in many cases will be provided by outside bodies. Information collected by other organisations (e.g. the Environment Agency) can also be used as a source of indicators.

Proposed indicators for monitoring the effects of implementing the Plan

SA 1: To create safe environments which improve quality of life, community cohesion

Proposed monitoring indicators

- All crime – number of crimes per 1000 residents per annum.
- Number of new community facilities granted planning permission.
- Number of new cultural facilities granted planning permission, including places of worship.

SA 2: To ensure that everyone has the opportunity to live in a decent, safe home which meets their needs at a price they can afford

Proposed monitoring indicators

- The number of net additional dwellings.
- Affordable housing completions.
- Number of zero-carbon homes completed.
- Number of additional Gypsy and Traveller pitches.
- Number of starter homes completed.
- Number of homes for older people completed.

SA 3: To improve health/reduce health inequalities

Proposed monitoring indicators

- Percentage of new residential development within 30mins of public transport time of a GP or hospital.
- Percentage of new residential development that adheres to Natural England's Accessible Natural Greenspace Standards.
- Percentage of new residential development within walking and cycling distance to schools.
- Percentage of new residential development within walking and cycling distance to sport and recreation facilities.

- Loss/gain of nature/open space/green infrastructure network access (quality and/or extent).
- including formal or informal footpaths.
- Percentage of new residential development within walking and cycling distance to accessible open space.
- Hectares of accessible open space per 1,000 population.

SA 4: To ensure and improve the vitality & viability of centres

Proposed monitoring indicators

- Amount of completed retail, office and leisure development delivered (and in centres).
- Amount of completed retail, office and leisure developments.
- Amount of flexible space created.

SA 5: To achieve a prosperous and sustainable economy that creates new jobs, improves the vitality and viability of centres and captures the economic benefits of international gateways

Proposed monitoring indicators

- Amount of floor space developed for employment, sqm.
- Number of developments approved associated with sectors identified in the Economic and Employment Study.

- Level 2 qualifications by working age residents.
- Level 4 qualifications and above by working age residents.
- Employment status of residents.
- Average gross weekly earnings.
- Standard Occupational Classification.

SA 6: To value, conserve and enhance the natural environment, natural resources, biodiversity and geological diversity

Proposed monitoring indicators

- Impacts (direct and indirect) on designated sites.
- Amount of development in designated areas.
- Condition of SSSIs (per Natural England assessments).
- Area of land provided for biodiversity enhancement/ net gain.

SA 7: To achieve more sustainable travel behaviour, reduce the need to travel and reduce congestion

Proposed monitoring indicators

- Percentage of journeys to work by walking and cycling and percentage of journeys to work by public transport.
- Percentage of journeys made by using car clubs.

SA 8: To promote accessibility, ensure that development is located sustainably and makes efficient use of land, and ensure the necessary infrastructure to support new development

Proposed monitoring indicators

- Percentage of new development within 15 minutes of community facilities (as defined by each authority).
- Percentage of new residential development within 15 minutes of public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre.
- Additional capacity of local schools / incidents of new school applications.

SA 9: To conserve and enhance historic and cultural heritage and assets and townscape character

Proposed monitoring indicators

- Number of Listed Buildings, Scheduled Monuments, Conservation Areas, Registered Parks and Gardens (and percentage at risk).
- Area of highly sensitive historic landscape characterisation type(s) which have been altered and their character eroded.
- Number of major development projects that enhance or detract from the significance of heritage assets or historic landscape character.

- Percentage of planning applications where archaeological investigations were required prior to approval or mitigation strategies developed or implemented.

SA 10: To make efficient use of energy and reduce contributions to climatic change through mitigation and adaptation

Proposed monitoring indicators

- Total CO₂ emissions.
- Renewable energy capacity installed by type.
- Number of zero carbon homes delivered.

SA 11: To improve water quality and address water scarcity and sewerage capacity

Proposed monitoring indicators

- Quality of rivers (number achieving ecological good status).
- Number of planning permissions granted contrary to the advice of the Environment Agency.
- Number of SuDS schemes approved.

SA 12: To reduce the risk of fluvial, coastal and surface water flooding

Proposed monitoring indicators

- Number of planning permissions granted contrary to the advice of the Environment Agency on flood defence grounds.
- Number of SuDS schemes approved.

SA 13: To improve air quality

Proposed monitoring indicators

- Number of Air Quality Management Areas.
- Air pollution data (nitrogen dioxide concentrations).

SA 14: To conserve and enhance the quality of landscapes

Proposed monitoring indicators

- Number of proposals permitted contrary to a desire to restrict coalescence.

SA 15: To safeguard and enhance the quality of soil and mineral deposits

Proposed monitoring indicators

- Percentage of new development on best and most versatile (BMV) agricultural land (Grades 1, 2, 3a ALC) and hectares of ALC lost to development.
- Number and area of developments proposed within MSAs.
- Amounts of household, construction and demolition and commercial and industrial waste produced.
- Percentage increase in waste recycled.
- Amount of mineral extracted prior to development.
- Area of contaminated land brought back into beneficial use.

Chapter 7

Conclusions and Next Steps

7.1 This document has considered the sustainability implications of the policies presented in the draft DPD for the Tendring Colchester Borders Garden Community. Alongside these, reasonable alternative policy options have been appraised. The appraisal work undertaken has also considered four spatial options for the Garden Community.

7.2 The broad area of the Garden Community lies to the east of the settlement of Colchester and is presently undeveloped. The illustrative masterplan currently allows for separation between Colchester and the villages of Elmstead Market and Wivenhoe. Regardless of the contribution it makes in terms of preventing coalescence between nearby settlements, the site has landscape value in its own right, having been assessed as having high to moderate landscape value. There are also a number of listed buildings towards Crockleford Heath and Grade II Listed Allen's Farmhouse within the site boundaries and Wivenhoe Registered Park lies in close proximity to the site boundary to the south west. The site also contains several areas of ancient woodland, Salary Brook Local Nature Reserve and a number of Local Wildlife Sites to the west. Furthermore, much of the soil within the site comprises grade 1 agricultural land (excellent quality) with areas of grade 2 (very good) and 3 (good to moderate) interspersed, demonstrating its value for agricultural use.

7.3 The purpose of the DPD is to guide the development of the Garden Community at the site for the next 30 to 40 years. The DPD is drafted along five key vision themes. In line with these themes, the Garden Community is to support the maintenance of the outdoor natural environment, incorporating green infrastructure to benefit its residents and wildlife. The site will be developed to reduce the need to travel and support a large proportion of journeys to be made by sustainable modes, with community spaces and other social infrastructure to meet local needs, incorporated from its outset. Development at the site will meet the needs of all sections of the community

and the design and architecture of development will complement the surrounding landscape. The design and layout of the Garden Community is also intended to limit its contribution to climate change.

7.4 The significant quantum of new homes provided by the DPD will contribute to the housing need for Colchester Borough and Tendring District. The layout of the site would provide residents with good access to services and facilities and jobs across three new centres as well as to the new employment land delivered at the north east and south of the site. There is also potential for increased linkages between the site and the university campus to the south, which could foster economic growth and the potential for residents to make use of the further learning facilities at this location. The green links incorporated at the site and rapid transit network are likely to support a significant proportion of residents making use of more sustainable transport options. This is particularly the case given that the development is designed to provide access to essential services and facilities within a 15 minute walk or with high accessibility by cycling or public transport.

7.5 However, the development set out in the DPD also has the potential for adverse impacts, principally in relation to environmental quality. The level of development provided could result in detrimental impacts on local habitats and biodiversity sites. There is also potential for harm to local landscape character, the settings of surrounding settlements and to heritage assets. Furthermore, regardless of the potential for a high level of uptake of sustainable modes of transport, the development of a large number of new homes and the occupation of new businesses supported through the DPD has the potential to result in negative effects in terms of traffic congestion, climate change and air quality.

7.6 The DPD includes an overarching approach to land uses and spatial layout of development at the site as well as a number of topic based policies. It is expected that these policies will help to mitigate the potential for many of the adverse effects described above. These include a requirement for development to be delivered in line with the Concept Masterplan for the site which will limit development within Strategic Green Gaps and the Crockleford Heath Area of Special Character, thereby helping to preserve local character, the separation of

local settlements and the setting of heritage assets within and close to the site. The DPD policies also allocate much of the west of the site as a new country park, which will limit harm to Salary Brook SSSI and the woodland and other associated habitats towards this part of the site. These measures will be supported by provision of a comprehensive network of green infrastructure that will link to surrounding areas, as well as providing biodiversity net gain. Of particular importance is the requirement for the site to incorporate supporting infrastructure from the beginning, helping to ensure that sustainable habits in relation to travel, recycling and so on are established from the outset. The potential for reducing travel by car at the site will be further supported by the DPD's requirement that net zero carbon transport is achieved by 2050. The plan also requires that new buildings be net zero carbon.

7.7 In considering the total effects of all of the DPD's policies, the SA found that the DPD is likely to have significant positive effects in relation to SA objective 1: safety and community cohesion, SA objective 2: housing, SA objective 3: health, SA objective 4: vitality and viability of centres, SA objective 5: economy, SA objective 7: sustainable travel, SA objective 8: services and infrastructure, SA objective 10: energy efficiency and climate change, SA objective 11: water resources and quality and SA objective 13: air quality. Overall significant negative effects from the DPD were identified for SA objective 15: soils and mineral resources. The negative effect identified in relation to SA objective 15 is uncertain dependent on whether it is possible to extract mineral deposits prior to development.

7.8 Of the four options considered for the spatial layout of the Garden Community, the preferred option (option 3) on which Policy 1 is based was found to perform more sustainably than the three alternatives. This reflects the higher proportion of the site that would remain undeveloped, with increased benefits in terms of preserving local landscape character, the setting of nearby settlements and heritage assets and greenspace for habitat provision and connectivity. This approach was also found to perform more favourably in terms of limiting the need to travel by car, given the higher density and more compact form of development that would result. This approach is considered mostly likely to provide residents with easy access to a range of services and facilities within the Garden Community at the new centres. Option 3 would also limit the

potential for a portion of residents to be located to the south of the A133 (as would result through options 1 and 2) where they would experience a degree of severance from the rest of the Garden Community. While option 3a would also provide some new development to the south of the A133, this land would allow for the expansion of the university. Therefore, the issue of severance resulting from the A133 is less of an issue through this option given the level of integration that would be achieved with the existing university area and services and facilities at this location.

7.9 In summary, the DPD seeks to accommodate large scale growth to meet the local housing need in a manner that will support good access to services and facilities. It will also help achieve a high level of sustainability in terms of building standards, promotion of sustainable travel and incorporation of greenspace to promote benefits relating to biodiversity as well as local character and resident's health and wellbeing. The development will face challenges, most notably with regards to impacts on the local environment in terms of landscape, wildlife and historic value. Adverse effects relating to loss of higher value soils are likely to prove particularly difficult to avoid given the location of the site and the requirement for land take for development and infrastructure provision. Nevertheless, once the policy safeguards in the DPD are taken into account, the magnitude of such negative effects is likely to be reduced. Taken as a whole, therefore, the DPD sets out a positive plan for the achievement of the Garden Community. The policies of the plan set a high standard which development will be required to meet and it is considered consistent with the principles of sustainable development.

Next steps

7.10 This SA Report will be available for consultation alongside the Draft Tendring Colchester Borders Garden Community DPD in Spring 2022.

7.11 Following this consultation, the responses received and findings of the SA will be considered and incorporated into the next version of the DPD.

Chapter 7 Conclusions and Next Steps

LUC

February 2022

Appendix A

Consultation Comments on the SA

A.1 The decision was made to use the SA framework from the SA of the Section 1 Local Plan to undertake the appraisal work for the DPD, after reviewing the supporting appraisal questions (the SA assessment criteria) to ensure that they were appropriate for appraisal of the DPD and reasonable alternatives. Consultation on this decision was undertaken in October 2021 via a focussed Scoping letter sent to the three statutory consultees – Natural England, Historic England and the Environment Agency.

A.2 The consultation responses to the October 2021 focussed Scoping letter are summarised in this appendix, along with notes on how the responses have been taken into account in the SA process.

Consultation responses to the 2021 SA Scoping letter

Natural England response

- “Natural England agree that that the approach taken to the SA needs to be transparent and consistent, ensuring that the appraisal questions are appropriate to the scope and level of detail required. However, until such a time as draft questions are proposed and available to view, we cannot comment further on the scope or level of detail, therefore, we do not have any detailed comments to make at this stage...once the SA regulation 18 draft report has been produced, Natural England would welcome the opportunity to comment further on the appraisal questions in conjunction

with reviewing the updated information on the environmental baseline and key sustainability issues in the updated SA scoping report.”

- LUC response: the amended supporting appraisal questions are included in this SA Report and consultees are invited to comment on these as well as on the appraisal findings for the draft DPD.

- In “earlier correspondence on 22nd January 2018 (ref: 231956c) where we made some recommendations for the draft SA monitoring indicators. We suggest that it may be useful to review these comments and consider whether the advice given on indicators may be applicable to the SA currently under development”.

- LUC response: regard was had to earlier advice on monitoring indicators in proposing the indicators set out in **Chapter 6**.

Historic England response

- “While we support the overall approach set out in your letter dated 19th October 2021, it is difficult to comment any further without seeing the revised appraisal questions which I understand LUC will produce in due course. We therefore look forward to receiving subsequent consultations on this matter in due course.”

- LUC response: the amended supporting appraisal questions are included in this SA Report and consultees are invited to comment on these as well as on the appraisal findings for the draft DPD.

Environment Agency response

- No response was received from the Environment Agency.

Appendix B

Review of Relevant International Plans, Policies and Programmes

European Commission (EC) (2011) A Resource-Efficient Europe – Flagship Initiative Under the Europe 2020 Strategy, Communication from the Commission to the European Parliament, the Council, The European Economic and Social Committee of the Regions

Purpose / main aims and objectives

- The policy aims to enjoy the benefits of a resource-efficient and low-carbon economy, through achieving three conditions:
 - First, to take coordinated action in a wide range of policy areas and this action needs political visibility and support.
 - Second, act urgently due to long investment lead-times. While some actions will have a positive impact on growth and jobs in the short-term, others require an upfront investment and have long pay-back times but

will bring real economic benefits for the EU economy for decades to come.

- Third, to empower consumers to move to resource-efficient consumption, to drive continuous innovation and ensure that efficiency gains are not lost.

Relevance to Local Plans / SA

- The Plan should take regard of these principles in order contribute to the aspirations outlined by the EU.

European Landscape Convention (Florence, 2002)

Purpose / main aims and objectives

- The convention promotes landscape protection, management and planning.

Relevance to Local Plans / SA

- The Plan should adhere to landscape issues. The SA also includes criteria to protect the archaeological heritage.

European Union Water Framework Directive 2000

Purpose / main aims and objectives

- The framework amalgamates multiple directives into one to provide the operational tool for water treatment, setting the objectives for water protection for the future. Directives included in the framework are:
 - The Urban Waste Water Treatment Directive, providing for secondary (biological) waste water treatment, and even more stringent treatment where necessary.
 - The Nitrates Directive, addressing water pollution by nitrates from agriculture.
 - Anew Drinking Water Directive, reviewing the quality standards and, where necessary, tightening them (adopted November 1998).
 - A Directive for Integrated Pollution and Prevention Control (IPPC), adopted in 1996, addressing pollution from large industrial installations.

Relevance to Local Plans / SA

- Treatment and recycling water in this way is a necessity for developments over a population threshold to adhere to the EU directive. The Plan should have regard to waste water provisions and considerations.

European Union Nitrates Directive 1991

Purpose / main aims and objectives

- The Nitrates Directive (1991) aims to protect water quality across Europe by preventing nitrates from agricultural sources polluting ground and surface waters and by promoting the use of good farming practices.

Relevance to Local Plans / SA

- The Plan should have regard to waste water provision implications and considerations.

European Union Noise Directive 2002

Purpose / main aims and objectives

- The aim of this Directive shall be to define a common approach intended to avoid, prevent or reduce on a prioritised basis the harmful effects, including annoyance, due to exposure to environmental noise. To that end the following actions shall be implemented progressively:
 - The determination of exposure to environmental noise, through noise mapping, by methods of assessment common to the Member States;
 - Ensuring that information on environmental noise and its effects is made available to the public;
 - Adoption of action plans by the Member States, based upon noise-mapping results, with a view to preventing and reducing environmental

noise where necessary and particularly where exposure levels can induce harmful effects on human health and to preserving environmental noise quality where it is good.

- This Directive shall also aim at providing a basis for developing Community measures to reduce noise emitted by the major sources, in particular road and rail vehicles and infrastructure, aircraft, outdoor and industrial equipment and mobile machinery.

Relevance to Local Plans / SA

- The Plan should regard this strategy to noise pollution when permitting developments across the district.
- Considerations should be made in the Plan for the proximity of developments to significant sources of noise pollution and any mitigating measures which could be employed to minimise the impact on the local population.

European Union Floods Directive 2007

Purpose / main aims and objectives

- The purpose of this Directive is to establish a framework for the assessment and management of flood risks, aiming at the reduction of the adverse consequences for human health, the environment, cultural heritage and economic activity associated with floods in the Community.

Relevance to Local Plans / SA

- Flood risk considerations in the Plan should be informed by the approach within the EU Floods Directive.

European Union Air Quality Directive 2008 including previous versions

Purpose / main aims and objectives

- Council Directive 96/62/EC on ambient air quality assessment and management.
- Directive 1999/30/EC relating to limit values for sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead in ambient air.
- Directive 2000/69/EC of the European Parliament and of the Council relating to limit values for benzene and carbon monoxide in ambient air.
- Directive 2002/3/EC of the European Parliament and of the Council relating to ozone in ambient air.
- This new Directive includes the following key elements:
 - That most of existing legislation be merged into a single directive (except for the fourth daughter directive) with no change to existing air quality objectives*.
 - New air quality objectives for PM_{2.5} (fine particles) including the limit value and exposure related objectives – exposure concentration obligation and exposure reduction target.

Appendix B Review of Relevant International Plans, Policies and Programmes

- The possibility to discount natural sources of pollution when assessing compliance against limit values.
- Possibility for time extensions of three years (PM10) or up to five years (NO2, benzene) for complying with limit values, based on conditions and the assessment by the European Commission.

*Framework Directive 96/62/EC, 1-3 daughter Directives 1999/30/EC, 2000/69/EC, 2002/3/EC, and Decision on Exchange of Information 97/101/EC.

Relevance to Local Plans / SA

- Air quality management principles relating to the range of pollutant gases outlines within the EU Air Quality Directive are a consideration for the Plan and the SA.

European Union Directive on the Conservation of Wild Birds 2009

Purpose / main aims and objectives

- This Directive relates to the conservation of all species of naturally occurring birds in the wild state in the European territory of the Member States to which the Treaty applies. It covers the protection, management and control of these species and lays down rules for their exploitation.
- It shall apply to birds, their eggs, nests and habitats.

Relevance to Local Plans / SA

- Conservation of bird species must be incorporated in ecological considerations when assessing the suitability of a development. The Plan should have regard to potential impacts on bird habitats.

European Union Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora 1992

Purpose / main aims and objectives

- The aim of this Directive shall be to contribute towards ensuring biodiversity through the conservation of natural habitats and of wild fauna and flora in the European territory of the Member States to which the Treaty applies.

Relevance to Local Plans / SA

- The Plan should seek to ensure the conservation of habitats supporting ecological variance. This directive can inform approaches to the protection of ecologically significant sites.

European Community Biodiversity Strategy to 2020

Purpose / main aims and objectives

- This strategy aims to conserve biodiversity within Europe in an attempt to achieve the following target and vision:

2020 headline target

- Halting the loss of biodiversity and the degradation of ecosystem services in the EU by 2020, and restoring them in so far as feasible, while stepping up the EU contribution to averting global biodiversity loss.

2050 vision

- By 2050, European Union biodiversity and the ecosystem services it provides — its natural capital — are protected, valued and appropriately restored for biodiversity's intrinsic value and for their essential contribution to human wellbeing and economic prosperity, and so that catastrophic changes caused by the loss of biodiversity are avoided.

Relevance to Local Plans / SA

- The Plan and SA should have regard to the impact of developments on the environment and biodiversity and include this consideration as a factor when evaluating the suitability of a site for development.

United Nations Kyoto Protocol

Purpose / main aims and objectives

- This protocol aims to Implement and/or further elaborate policies and measures for member states in accordance with its national circumstances, such as:
 - Enhancement of energy efficiency in relevant sectors of the national economy;
 - Protection and enhancement of sinks and reservoirs of greenhouse gases not controlled by the Montreal Protocol, taking into account its commitments under relevant international environmental agreements; promotion of sustainable forest management practices, afforestation and reforestation;
 - Promotion of sustainable forms of agriculture in light of climate change considerations;
 - Research on, and promotion, development and increased use of, new and renewable forms of energy, of carbon dioxide sequestration technologies and of advanced and innovative environmentally sound technologies;
 - Progressive reduction or phasing out of market imperfections, fiscal incentives, tax and duty exemptions and subsidies in all greenhouse gas emitting sectors that run counter to the objective of the Convention and application of market instruments;
 - Encouragement of appropriate reforms in relevant sectors aimed at promoting policies and measures which limit or reduce emissions of greenhouse gases not controlled by the Montreal Protocol;
 - Measures to limit and/or reduce emissions of greenhouse gases not controlled by the Montreal Protocol in the transport sector; and

- Limitation and/or reduction of methane emissions through recovery and use in waste management, as well as in the production, transport and distribution of energy.

Relevance to Local Plans / SA

- The Plan should attempt to create a new community that adheres to the low carbon and low emissions ethos that is within the Kyoto Protocol. Any development that utilises new technologies, techniques or materials should be explored in the Plan where possible and appropriate.

World Commission on Environment and Development ‘Our Common Future’ 1987

Purpose / main aims and objectives

- This report aims were:
 - To propose long-term environmental strategies for achieving sustainable development by the year 2000 and beyond; to recommend ways concern for the environment may be translated into greater co-operation among developing countries and between countries at different stages of economic and social development and lead to the achievement of common and mutually supportive objectives that take account of the interrelationships between people, resources, environment, and development;
 - To consider ways and means by which the international community can deal more effectively with environment concerns; and

- To help define shared perceptions of long- term environmental issues and the appropriate efforts needed to deal successfully with the problems of protecting and enhancing the environment, a long term agenda for action during the coming decades, and aspirational goals for the world community.

Relevance to Local Plans / SA

- The Plan should contribute to the co-operative effort to reduce the environmental impacts of development through policy to promote more efficient and carbon neutral techniques and materials in design and construction.

The World Summit on Sustainable Development Johannesburg Summit 2002

Purpose / main aims and objectives

- The Summit sought to address social, environmental and economic with particular focus on the issues facing some of the most deprived people across the world. It aimed to:
 - Halve the proportion of the world's population that lives on less than \$1 a day;
 - Halve the number of people living without safe drinking water or basic sanitation; and
 - Reduce mortality rates for infants and children under five by two thirds, and maternal mortality by three quarters.

- Other provisions address a comprehensive range of environmental and development issues, such as climate change, energy, agriculture, trade, African development, and small island States. The Implementation Plan calls for a substantial increase in use of renewable sources of energy “with a sense of urgency”. Although it sets no specific targets; implementation of a new global system for classification and labelling of chemicals was discussed in an attempt to restore depleted fish stocks.

Relevance to Local Plans / SA

- Issues surrounding climate change and renewable energy have significant implications for development. The Plan should strive to create a community of low carbon development and reduce environmental degradation through responsible design and construction practices.

Environmental Assessment of Plans and Programmes Regulations (SEA Regulations)

Purpose / main aims and objectives

- These regulations transpose the requirements of the SEA Directive (2001/42/EC) into national law.
- The SEA Directive sets out the requirement for an environmental assessment to be undertaken when preparing certain plans and programmes and also details which types of plans and programmes are likely to be subject to SEA.

- The regulations also set out procedures for preparing the environmental report and consultation.

Relevance to Local Plans / SA

- The regulations to which this SA must adhere to be legally compliant and pass the test of soundness at the submission stage.

The Conservation of Habitats and Species Regulations

Purpose / main aims and objectives

- These regulations transpose the Habitats Directive into national law, and updates and consolidates all the amendments to the Regulations since they were first made in 1994.
- They set out protection and registry of European sites, including SACs and SPAs classified under the Birds Directive. They also make special provisions for the protection of European marine sites and the preservation of protected species.

Relevance to Local Plans / SA

- The Plan should ensure the protection of sites of European Significance in relation to flora and fauna, and enter into the agreement that compensatory measures will be required where damage may occur.

Review of the European Sustainable Development Strategy, European Commission, 2009

Purpose / main aims and objectives

- The European Council in December 2009 confirmed that “Sustainable development remains a fundamental objective of the European Union under the Lisbon Treaty. As emphasised in the Presidency’s report on the 2009 review of the Union’s Sustainable Development Strategy, the strategy will continue to provide a long term vision and constitute the overarching policy framework for all Union policies and strategies. A number of unsustainable trends require urgent action.
- Significant additional efforts are needed to:
 - Curb and adapt to climate change;
 - To decrease high energy consumption in the transport sector; and
 - To reverse the current loss of biodiversity and natural resources.

Relevance to Local Plans / SA

- The Plan should take account of this Directive as well as more detailed policies derived from the Directive at the national level.
- The Strategy also informs the SA in the development of relevant objectives and criteria regarding climate change, energy and biodiversity.

Environment 2010: Our Future, Our Choice (2003)

Purpose / main aims and objectives

- Tackling Climate Change objectives:
 - In the short to medium term we aim to reduce greenhouse gas emissions by 8% compared with 1990 levels by 2008-12 (as agreed at Kyoto);
 - In the longer term we need to reduce global emissions even further by approximately 20-40% on 1990 levels by 2020;
 - For the first time the Programme recognises the need to tackle the long term goal of a 70% reduction in emissions set by the Intergovernmental Panel on Climate Change;
- Protecting Nature and Wildlife objectives;
 - Protect our most valuable habitats through extending the Community's Natura 2000 programme;
 - Put in place action plans to protect biodiversity;
 - Develop a strategy to protect the marine environment;
 - Extend national and regional programmes to further promote sustainable forest management;
 - Introduce measures to protect and restore landscapes;
 - Develop a strategy for soil protection; and
 - Co-ordinate Member States' efforts in handling accidents and natural disasters.

Relevance to Local Plans / SA

- The Plan should take account of this Directive as well as more detailed policies derived from the Directive at the national level.
- The Strategy also informs the SA in the development of relevant objectives and criteria regarding climate change, energy and biodiversity.

SEA Directive 2001

Purpose / main aims and objectives

- The SEA Directive sets out the requirement for an environmental assessment to be undertaken when preparing certain plans and programmes and also details which types of plans and programmes are likely to be subject to SEA.

Relevance to Local Plans / SA

- The Plan is subject to SEA. These regulations will help inform the content of the environmental report. By assessing impacts of any developments on the locality and investigating alternative approaches and sites, the development can meet local needs while also positively impacting on the economy, society and environment where possible.

The Industrial Emissions Directive 2010 Directive 2010/75/EU on industrial emissions (integrated pollution prevention and control)

Purpose / main aims and objectives

- Lays down rules on integrated prevention and control of pollution arising from industrial activities. It also lays down rules designed to prevent or, where that is not practicable, to reduce emissions into air, water and land and to prevent the generation of waste, in order to achieve a high level of protection of the environment taken as a whole.
- The Directive sets emission limit values for substances that are harmful to air or water.

Relevance to Local Plans / SA

- The Plan should take account of this Directive as well as more detailed guidance derived from the Directive contained in the NPPF.

Energy Performance of Buildings Directive 2010 on the energy performance of buildings 2010/31/EU

Purpose / main aims and objectives

- The Directive aims to promote the energy performance of buildings and building units.
- It requests that member states adopt either national or regional methodology for calculating energy performance and minimum requirements for energy performance.

Relevance to Local Plans / SA

- The Plan should ensure that energy efficiency measures are sought where relevant. The Directive also informs the SA of such issues and realistic measures.

The Drinking Water Directive 1998 Directive 98/83/EC on the quality of water intended for human consumption

Purpose / main aims and objectives

- Protect human health from the adverse effects of any contamination of water intended for human consumption by ensuring that it is wholesome and clean.
- Member States must set values for water intended for human consumption.

Relevance to Local Plans / SA

- The Plan should take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.

EU Seventh Environmental Action Plan (2002-2012)

Purpose / main aims and objectives

- The EU's objectives in implementing the programme are:
 - To protect, conserve and enhance the Union's natural capital;

Appendix B Review of Relevant International Plans, Policies and Programmes

- To turn the Union into a resource-efficient, green and competitive low-carbon economy;
- To safeguard the Union's citizens from environment-related pressures and risks to health and wellbeing;
- To maximise the benefits of the Union's environment legislation;
- To improve the evidence base for environment policy;
- To secure investment for environment and climate policy and get the prices right;
- To improve environmental integration and policy coherence;
- To enhance the sustainability of the Union's cities; and
- To increase the Union's effectiveness in confronting regional and global environmental challenges.

Relevance to Local Plans / SA

- The Plan should take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.

European Spatial Development Perspective (1999)

Purpose / main aims and objectives

- Economic and social cohesion across the community. Conservation of natural resources and cultural heritage. Balanced competitiveness between different tiers of government.

Relevance to Local Plans / SA

- The Plan should take account of the Directive as well as more detailed policies derived from the Directive contained in the NPPF.

European Convention on the Protection of the Archaeological Heritage (Valletta, 1992) Revision of the 1985 Granada Convention

Purpose / main aims and objectives

- Protection of the archaeological heritage, including any physical evidence of the human past that can be investigated archaeologically both on land and underwater.
- Creation of archaeological reserves and conservation of excavated sites.

Relevance to Local Plans / SA

- The Plan should ensure development principles that take account of the protection of archaeological heritage.

Aarhus Convention (1998)

Purpose / main aims and objectives

- Established a number of rights of the public with regard to the environment. Local authorities should provide for:
 - The right of everyone to receive environmental information.
 - The right to participate from an early stage in environmental decision making.
 - The right to challenge in a court of law public decisions that have been made without respecting the two rights above or environmental law in general.

Relevance to Local Plans / SA

- The Plan should take account of the Convention.
- The Convention also ensures that the public are involved and consulted at all relevant stages of SA production.

National plans and programmes (beyond the NPPF) of most relevance for the Local Plan

Climate change adaption and mitigation

B.1 Defra, The National Adaptation Programme and the Third Strategy for Climate Adaptation Reporting: Making the country resilient to a changing climate (2018) – sets out the strategy for adapting both to the climate change that is already evident, and that which we might see in the future.

B.2 Met Office, State of the UK Climate (2019) – the sixth in the annual series of reports that provide a summary of the UK weather and climate through the calendar year 2019, alongside the historical context for a number of essential climate variables. It provides an accessible, authoritative and up-to-date assessment of UK climate trends, variations and extremes based on the most up to date observational datasets of climate quality.

B.3 Department for Transport, Decarbonising Transport: Setting the Challenge (2020) – sets out the strategic priorities for a new Transport Decarbonisation Plan (TDP), to be published later in 2020, will set out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050. This document acknowledges that while there have been recently published strategies to reduce greenhouse gas emissions in individual transport modes, transport as a whole sector needs to go further and more quickly, therefore the TDP will take a coordinated, cross-modal approach to deliver the transport sector's contribution to both carbon budgets and net zero.

Appendix B Review of Relevant International Plans, Policies and Programmes

B.4 Environment Agency, National Flood and Coastal Erosion Risk Management Strategy for England (2020) – sets out the national framework for managing the risk of flooding and coastal erosion. It provides a framework for guiding the operational activities and decision making of practitioners supporting the direction set by government policy.

B.5 HM Government, The Energy Performance of Buildings Regulations (2021) – seek to improve the energy efficiency of buildings, reducing their carbon emissions and lessening the impact of climate change. The Regulations require the adoption of a standard methodology for calculating energy performance and minimum requirements for energy performance, reported through Energy Performance Certificates and Display Energy Certificates

B.6 HM Government, The Waste (Circular Economy) Regulations (2020) – seek to prevent waste generation and to monitor and assess the implementation of measures included in waste prevention programmes. They set out requirements to justify not separating waste streams close to source for re-use, recycling or other recovery operations, prohibit incineration and landfilling of waste unless such treatment process represent the best environmental outcome in accordance with the waste hierarchy. The Regulations set out when waste management plans and in waste prevention programmes are required. The Regulations focus on the circular economy as a means for businesses to maximise the value of waste and waste treatment.

B.7 Ministry of Housing, Communities and Local Government, National Planning Policy for Waste (NPPW) (2014) – sets out a number of key planning objectives. It requires that local planning authorities help deliver sustainable development through measures including driving waste management up the waste hierarchy; ensuring that waste management is considered alongside other spatial planning concerns; and providing a framework in which communities can take more responsibility for their own waste.

B.8 Defra, Waste Management Plan for England (2013) – sets out the measures for England to work towards a zero waste economy.

B.9 HM Government, The Clean Growth Strategy (2017) – sets out the approach of the government to secure growth of the national income while cutting greenhouse gas emissions. The key policies and proposals of the Strategy sit below a number of overarching principles: acceleration of clean growth including through recommendations for private and public investment to meet carbon budgets; providing support to improve business and industry energy efficiency; improving energy efficiency in the housing stock including through low carbon heating; accelerating the shift to low carbon transport; delivering clean, smart, flexible power; enhancing the benefits and value of our natural resources; leading in the public sector to meet emissions targets; and ensure Government leadership to drive clean growth.

Health and well-being

B.10 Public Health England, PHE Strategy 2020-25 – identifies PHE's priorities upon which to focus over this five-year period to protect people and help people to live longer in good health.

B.11 HM Government, Laying the foundations: a housing strategy for England (2011) – aims to provide support to the delivery of new homes and to improve social mobility.

B.12 Ministry of Housing, Communities and Local Government, Planning Policy for Traveller Sites (2015) – to be read in conjunction with the NPPF, this policy document sets out the Government's planning policy for Traveller sites to ensure fair and equal treatment for Travellers.

B.13 Ministry of Housing, Communities and Local Government, National Design Guide (2021) – sets out the Government's priorities for well-designed places in the form of ten characteristics: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan.

Environment (biodiversity/geodiversity, landscape and soils)

B.14 Defra, A Green Future: Our 25 Year Plan to Improve the Environment (2018) – sets out goals for improving the environment over the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. The gov.uk website notes that the 25 Year Plan sits alongside two other important government strategies: the Industrial Strategy and Clean Growth Strategy (the former summarised in the Economic growth section below, the latter under Climate Change above).

B.15 Defra, 25 Year Environment Plan: progress reports (2020) – sets out the progress made in improving the environment through the 25 Year Plan and the indicator framework, which contains 66 indicators arranged into 10 broad themes.

B.16 Defra, Biodiversity 2020: A strategy for England's wildlife and ecosystem services (2011) – Guides conservation efforts in England up to 2020 by requiring a national halt to biodiversity loss, supporting healthy ecosystems and establishing ecological networks.

B.17 Defra, Biodiversity offsetting in England Green Paper (2013) – sets out a framework for biodiversity offsetting. Offsets are conservation activities designed to compensate for residual losses.

B.18 Defra, The Natura Choice: securing the value of nature (2011) – sets out a vision for the natural environment of England over the next 50 years. The white paper includes a programme of action which aims to improve the quality of the natural environment, halt species and habitat decline, and strengthen the connection between people and nature.

Appendix B Review of Relevant International Plans, Policies and Programmes

B.19 Defra, Landscapes Review (2019) – explores the fragmented and often marginalised system of managing National Parks and AONBs recommends actions to achieve structural reform. The review looks at:

- The existing statutory purposes for National Parks and AONBs and how effectively they are being met;
- The alignment of these purposes with the goals set out in the 25 Year Environment Plan;
- The case for extension or creation of new designated areas;
- How to improve individual and collective governance of National Parks and AONBs, and how that governance interacts with other national assets;
- The financing of National Parks and AONBs;
- How to enhance the environment and biodiversity in existing designations;
- How to build on the existing eight point plan for National Parks and connect more people with the natural environment from all sections of society and improve health and wellbeing;
- How well National Parks and AONBs support communities; and
- The process of designating National Parks and AONBs and extending boundary areas, with a view to improving and expediting the process.

B.20 Defra, Safeguarding our Soils – A Strategy for England (2009) – sets out how England’s soils will be managed sustainably. It highlights those areas which Defra will prioritise and focus attention in tackling degradation threats, including: better protection for agricultural soils; protecting and enhancing stores of soil carbon; building the resilience of soils to a changing climate; preventing soil pollution; effective soil protection during construction and; dealing with contaminated land.

B.21 Natural England, Climate Change Adaptation Manual (2020) – a resource to support practical and pragmatic decision-making relating to climate change adaptation. The manual brings together recent science, experience and case

studies to be used by managers of nature reserves and other protected sites, conservation and land management advisors, and environmental consultants.

B.22 Natural England, National biodiversity climate change vulnerability model (2014) – a model that allows non-specialists to assess the vulnerability of areas of priority habitat to climate change based on widely accepted principles of climate change adaptation for biodiversity. It assists in the development of adaptation strategies for biodiversity.

Historic environment

B.23 The Heritage Alliance, Heritage 2020 – sets out the historic environment sector's plan for its priorities between 2015 and 2020.

B.24 Historic England, Corporate Plan 2018-2021 - contains the action plan which sets out how the aims of the corporate plan will be delivered. The plan includes priorities to demonstrate how Historic England will continue to work towards delivering the heritage sector's priorities for the historic environment.

B.25 Historic England, Sustainability Appraisal and Strategic Environmental Assessment: Historic England Advice Note 8 (2016) – sets out Historic England's guidance and expectations for the consideration and appraisal of effects on the historic environment as part of the Sustainability Appraisal/Strategic Environmental Assessment processes.

Water and air

B.26 Environment Agency, Managing Water Abstraction (2016) – Is the overarching document for managing water resources in England and Wales and links together the abstraction licensing strategies.

B.27 Defra, Water White Paper (2012) – sets out the Government’s vision for the water sector including proposals on protecting water resources and reforming the water supply industry. It outlines the measures that will be taken to tackle issues such as poorly performing ecosystems, and the combined impacts of climate change and population growth on stressed water resources.

B.28 Defra, Clean Air Strategy (2019) – sets out the comprehensive action that is required from across all parts of government and society to meet goals relating to ensuring cleaner air. This is to be underpinned by new England-wide powers to control major sources of air pollution, in line with the risk they pose to public health and the environment, plus new local powers to take action in areas with an air pollution problem. The UK has set stringent targets to cut emissions by 2020 and 2030.

Economic growth

B.29 Build Back Better: Our Plan for Growth – sets out a plan to ‘build back better’ tackling long-term problems to deliver growth that delivers high-quality jobs across the UK while supporting the transition to net zero. This will build on three core pillars of growth: infrastructure, skills and innovation.

B.30 HM Government, Industrial Strategy: building a Britain fit for the future (2017) – sets out a long-term policy framework for how Britain will be built to be fit for the future in terms of creating a successful, competitive and open economy. It is shaped around five ‘foundations of productivity’ – the essential attributes of every successful economy: Ideas (the world’s most innovative economy); People (good jobs and greater earning power for all); Infrastructure (a major upgrade to the UK’s infrastructure); Business Environment (the best place to start and grow a business); Places (prosperous communities across the UK).

B.31 Infrastructure and Projects Authority, National Infrastructure Delivery Plan 2016-2021 – brings together the Government’s plans for economic

infrastructure over this five year period with those to support delivery of housing and social infrastructure.

B.32 LEP Network, LEP Network Response to the Industrial Strategy Green Paper Consultation (2017) – seeks to ensure that all relevant local action and investment is used in a way that maximises the impact it has across the Government’s strategy. Consultation responses set out how the 38 Local Enterprise Partnerships will work with Government using existing and additional resources to develop and implement a long-term Industrial Strategy.

Transport

B.33 Department for Transport, The Road to Zero (2018) – sets out new measures towards cleaner road transport, aiming to put the UK at the forefront of the design and manufacturing of zero emission vehicles. It explains how cleaner air, a better environment, zero emission vehicles and a strong, clean economy will be achieved. One of the main aims of the document is for all new cars and vans to be effectively zero emission by 2040.

B.34 Department for Transport, The Strategic Road Network and the Delivery of Sustainable Development Circular 02/13 (2013) – sets out how Highways England engage with communities and the development industry to deliver sustainable development and economic growth, whilst safeguarding the primary function and purpose of the strategic road network.

- Defra, Rights of Way Circular 01/09 – sets out advice for local authorities on recording, managing and maintaining, protecting and changing public rights of way.

Appendix C

Baseline Evidence

C.1 The baseline information identifies current sustainability issues and problems in the Garden Community and wider area which should be addressed and provides a basis for predicting and monitoring the effects of implementing the document.

C.2 To ensure the data collected was relevant and captured the full range of sustainability issues it was categorised under 13 thematic topics. They cover all the topics referred to in Annex 1(f) of the SEA Directive and follow the order of:

Economy and employment;
Housing;
Population and society;
Health;
Transport;
Cultural heritage;
Biodiversity and nature conservation;
Landscapes;
Water environment;
Climate and energy;
Air;
Waste; and
Minerals.

Economy and employment

Economy

C.3 The area covered by the broad Garden Community area comprises a large part of the Haven Gateway, an established partnership area which is identified in a range of existing strategy and investment documents. The Haven Gateway includes the Essex administrative areas of Braintree, Colchester, Maldon and Tendring Councils and extends northwards into parts of Suffolk.

C.4 Colchester Town is a major centre of employment within the strategic area and in close proximity to the proposed Garden Community area. While there are high levels of commuting to London, (please see the transport section below for further details) many residents work and live within the area with significant commuting across borough and district boundaries, reflecting a functional economic geography.

C.5 The area has a mixed economy focused on the service sector, including wholesale and retail, business services, tourism, health and education, alongside manufacturing, logistics and construction. Due to the extensive rural area outside urban settlements, agriculture and its related industries play an important part in the overall economy.

C.6 The Cultural, Visitor and Tourism sector, which encompasses a range of activities including visitor attractions, leisure facilities, food and accommodation, plays an important role in Tendring District's economy. This sector is worth more than £402 million to the economy and is estimated to provide 9,000 jobs and around 350 businesses across Tendring. In 2018, there were 3,986,100 day trips and overnight stays. The majority of jobs (approx. 8%) and businesses (approx. 10%) in this sector are located in and around Clacton which is a similar concentration to the national average. In most of the rest of the towns in Tendring businesses operating within this sector are slightly more concentrated than the national average.

Table C.1: Economic Activity [See reference 29]

	Tendring	Colchester	East of England	Great Britain
Number of economically active	58,300	99,500	N/A	N/A
Percentage of the population economically active	68.7%	78%	80.5%	78.5%

C.7 According to the latest labour market statistics (from October 2020 to September 2021) [See reference 30], 78% for Colchester and 68.7% for Tendring people are economically active. In December 2021, 4,225 people (3.4%) in Colchester claimed out of work benefits, which represents a drastic increase from 2,240 in May 2019. This increase in claimants reflects the economic implications of COVID-19 pandemic. Despite this, Colchester's claimant rate is lower than the regional average (3.7%) and national average (4.4%). In December 2021, 4,270 people (5.4%) in Tendring claimed out of work benefits, which represents a drastic increase from 2,240 in May 2019. This increase in claimants reflects the economic implications of COVID-19 pandemic. As of August 2021, Tendring's claimant rate is higher than the regional average (3.7%) and national average (4.4%).

C.8 According to the latest labour market statistics, 78% of people in Colchester are economically active. Of this, 74.6% are in employment, 67.2% are employees and 7.3% are self-employed. 3.7% of the total population in Colchester are unemployed, which is lower than both the regional average (4.1%) and the national average (4.8%). Of those that are economically inactive, 27% are classed as 'looking after family/home', whilst 28.1% are students. 68.7% of people in Tendring are economically active. Of this, 62.6% are in employment, 50.6% are employees and 11.9% are self-employed. 5.4%

of the total population in Tendring are unemployed, which is higher than the regional average (4.1%) and national average (4.8%).

C.9 Colchester's job density is 0.79, which is lower than both the regional average (0.86) and national average (0.87). Colchester has lower earnings per worker (£595.30) compared to the East of England average (£628.60) and national average (£613.10). The three main occupations in Colchester in 2020/21 were professional occupations (23.7%), associate professional and technical (14.5%) and administrative and secretarial (10.4%). The Borough's largest employment industries are wholesale and retail trade, and repair of motor vehicles and motorcycles (16.9 %), human health and social work activities (18.1%), and education (12%). The largest employers in Colchester by approximate number of employees are Colchester District General Hospital with 3,000 employees; University of Essex with 2,000 employees; Colchester Borough Council with 1,500 employees; and Colchester Institute with 900 employees. The largest private sector employer is Monthind Clean Ltd, an industrial cleaning company, which employs approximately 800 people.

Table C.2: Job density [\[See reference 31\]](#)

	Tendring	Colchester	East of England	Great Britain
Job Count	52,000	99,000	N/A	N/A
Job Density	0.66	0.79	0.86	0.87

C.10 Job density represents the ratio of total jobs to population aged 16-64. Colchester and Tendring both have a lower job density than the regional and national average.

Table C.3: Business registration and de-registration rate (2020)

[See reference 32]

	Tendring	Colchester	Essex	East of England	Great Britain
Birth	565	910	7,840	32,015	351,350
Death	435	810	7,335	30,125	311,410
All active enterprises	4,775	8,300	73,285	295,925	2,938,870

C.11 There has been a slight increase in the number of active businesses in Tendring due to a higher rate of registrations than de-registrations. Compared to sub-national and national figures the district has experienced a lower start up rate and a lower de-registration rate indicating a slightly less robust local economy. Colchester is more in line with the county and national business registration and de- registration rates.

Table C.4: Local business stock and employment size [See reference 33]

	Tendring	Colchester	East of England
Business Enterprises	4,470	7,455	271,395
Small (10 to 49)	8.9%	9.3%	8.1%
Medium (50 to 249)	1.6%	1.7%	1.5%
Large (250+)	0.3%	0.4%	0.4%

C.12 Nearly 90% of all local businesses within Tendring and Colchester authorities employ 9 or less people and approximately 1.5% employ 50 or more people. These figures are similar to the county, region and country but with

some slight variation. Tendring has a lower percentage of micro businesses than the region and the country and Colchester has a slightly higher proportion of large businesses.

Table C.5: Location of businesses [See reference 34]

	Tendring	Colchester	Essex	East of England	Great Britain
Urban based businesses	53.9%	62.2%	63.4%	63.1%	74.7%
Rural based businesses	46.1%	37.8%	36.6%	36.9%	25.3%

C.13 Tendring District is predominantly rural in nature; however the majority of businesses are located in an urban location. The majority of businesses in Colchester are in urban areas. This difference is in line with county and national business compositions which recorded highest proportions within urban areas, but the contrast is in the difference between the proportions of urban and rural businesses within the two authorities.

Table C.6: Businesses by industry type [See reference 35]

Industry	Tendring	Colchester	Essex	East of England	Great Britain
Agriculture, Forestry & Fishing	245	234	2,005	10,845	122,820
Production	300	390	4,025	15,710	150,035
Construction	935	1,285	13,410	44,365	348,880
Motor Trades	205	270	2,165	8,890	76,245

Industry	Tendring	Colchester	Essex	East of England	Great Britain
Wholesale	145	260	2,700	10,745	103,555
Retail	375	465	4,085	18,240	214,865
Transport & Storage (Including Postal)	320	390	3,235	15,200	135,210
Accommodation & Food Services	385	405	3,050	13,635	162,750
Information & Communication	175	525	4,500	20,695	210,845
Finance & Insurance	55	185	1,355	5,280	60,100
Property	130	325	2,415	9,760	103,010
Professional, Scientific & Technical	445	1,150	10,230	43,260	446,785
Business Administration & Support Services	340	640	6,030	22,900	227,190
Public Administration & Defence	20	30	240	1,365	7,655
Education	70	150	1,160	4,755	44,790
Health	195	375	2,330	9,565	101,795
Arts, Entertainment, Recreation and Other Services	265	435	3,780	16,030	171,920

C.14 There are comparatively more businesses in the industries of agriculture, forestry and fishing, production, motor trades, retail, transport and storage, accommodation and food services, health and arts, entertainment, recreation and other services within Tendring District than the county but noticeable fewer businesses within professional, scientific and technical. Other industries with proportionately lower business numbers than the county levels are construction, wholesale, information and communication, finance and insurance, property and business administration and support services. Colchester is closer to the Essex average, with similar proportions for multiple industries and only slight variances in others. The most significant differences are in the construction, production, retail, health and transport and storage.

Employment

C.15 Tendring District is home to Harwich International Port (part of Freeport East) which has developed into a highly efficient, multi-purpose freight and passenger port handling bulk and container ships as well as roll-on, roll-off ferries and cruise ships. Harwich is one of the major UK ports for ferry and cruise tourism, with passenger figures for 2020 at 347,000. This is a decrease on 2019 where the number was 691,000 which had remained steady since 2007. The drop in passenger numbers in 2020 was likely due to the COVID-19 pandemic limiting international travel [\[See reference 36\]](#). During 2014 a total of 43 port calls were made by cruise ships at the port. Harwich is also one of the leading UK freight ports for bulk and container ships. In 2017, freight movement was at 334.8 thousand units, falling within one of the top ten ports in the UK in terms of roll on roll off freight movement. The majority of the freight comes from the European Union [\[See reference 37\]](#). The port also supports the off-shore renewables industry providing an installation base for the Gunfleet Sands wind farm and support facilities for the installations at Foreness Point, Kent and Greater Gabbard off the coast in Suffolk.

C.16 In 2013 permission was granted for the expansion of Bathside Bay to create the new Harwich International Container Terminal, a small boat harbour with sheltered moorings and public amenity space. The new terminal is

expected to include 1,400 metres of quayside, a 14.5 metre deep approach channel able to accommodate increasingly large container ships, 50 plus gantry cranes, a container storage yard and rail terminal. Bathside Bay also has the potential to be a multi-functional site for the manufacture and assembly of wind turbines. The expansion of Bathside Bay, with the provision of amenity and commercial space as well as port expansion will provide jobs at the port and in supporting industries both during construction and once in operation.

C.17 Colchester has an overall requirement for 32.5 ha of land for industrial and business use, over the period of the Local Plan. The requirement was previously identified as 39.7 ha, however, the 39.7 ha of employment land previously identified as being suitable to support demand has been reduced as a result of the reductions in the Stanway allocations and the deletion of the Colchester/Braintree Borders Garden Community. Given the time period between the publication of the plan and the Section 2 Examination and in light of the review of employment land contained in the ELR, Tendring has now updated the list of supply of sites to be allocated. This reflects the current market status quo and identifies 36.6 hectares of employment land across the district.

C.18 The industry classes employing the most people in Colchester and Tendring are 'wholesale and retail, repair of motor vehicles and motorcycles' and 'human health and social work activities' classes, which accounted for 16.7% and 17.9% of jobs respectively in 2019. The next largest industry classes in Colchester are 'education' at 13.1% and Professional, Scientific And Technical Activities at 8.3%. The next largest industry classes in Tendring are 'Accommodation And Food Service Activities' at 11.5% and 'education' at 10.3%. The largest employers in Colchester by approximate number of employees are Colchester District General Hospital with 3,000 employees; University of Essex with 2,000 employees; Colchester Borough Council with 1,500 employees; and Colchester Institute with 900 employees. The largest private sector employer is Mothkind Clean Ltd, an industrial cleaning company, which employs approximately 800 people.

C.19 The average weekly wage for full time works in 2021 was £595.30 in Colchester and £573.00 in Tendring. This compares to the national average of £613.10 for Great Britain. The gross disposable household income per head in 2019 was £20,570 in Colchester and £18,153 in Tendring [\[See reference 38\]](#).

C.20 Tourism plays an important part in the local economy. Tourism contributed £379 million to the Colchester's economy in 2018 [\[See reference 39\]](#). The value of tourism to Colchester has risen in real terms by 158% from £63.1 million in 1993. Tourism supports more than 4,612 full time jobs, equating to 5.3% of total employment in the Borough. Colchester attracted 3,276,000 million day trips and 346,000 overnight trips in 2020/21. The number of day trips has almost halved based on the 2018 figures. However, the number of overnight stays has increased since 2018 from 272,000 to 346,000 in 2020/21. In 2017 the total value of tourism was £379,393,300 which has decreased to £171,600,000 in 2020/21. As a result of travel restrictions imposed by the COVID-19 pandemic, tourism was negatively impacted resulting in less trips and revenue [\[See reference 40\]](#).

C.21 Colchester has 1,300 creative businesses providing employment to over 5,600 employees. Creative industries are a priority growth area for the town. This accounts for 18.3% of all businesses in the Borough, and includes advertising, design, film, arts and crafts, performing arts and publishing. Nationally, creative industries account for approximately 7% of the economy as a whole. This shows that Colchester is a well-performing town in terms of its creative economy but that there is considerable room for growth.

Table C.7: Employment and unemployment [\[See reference 41\]](#)

	Tendring	Colchester	East of England	Great Britain
In employment	(62.6%)	(74.6%)	77.1%	74.6%
Unemployed	(5.4%)	(3.7%)	4.1%	4.8%

C.22 The percentage of economically active people in employment has reduced in Colchester since the Scoping Report was published with figures from 2016/17 from 78.6% to 71.3%. The number of economically active people currently sits at 78% in 2020/21. The in employment figure in Colchester is now below the regional average but aligns with the national average. The in employment figure in Tendring has also reduced since 2016/17, but the percentage of unemployed has also reduced.

C.23 Unemployment within Tendring District had risen at a faster rate than that of regional and national levels but has since been in decline from 2013. During July 2007 and June 2008 around 6.1% of the working age population was unemployed in Tendring but following an increase to a high of 10.2% in April 2012-March 2013, unemployment had decreased to 5.5% during April 2016 and March 2017 and 5.4% in 2020/21.

C.24 In Colchester, unemployment was high at 7.2% in April 2009 – March 2010 and steadily reduced to 6.2% in April 2011 – March 2012. Between July 2011 and September 2012, the unemployment rates rose sharply to 7.4% representing a peak in unemployment rates in Colchester since January 2004. This is in line with the economic downturn experienced across England at this time. Since then, the unemployment rate has decreased every monitoring period to the rate of 4.0% in April 2016 to March 2017. This decrease has continued with an unemployment rate of 3.7% in 2020/21.

Table C.8: Working patterns [\[See reference 42\]](#)

	Tendring	Colchester	East of England	Great Britain
Full time	59.2%	62.7%	65.6%	67.9%
Part time	40.8%	37.3%	34.4%	32.1%

C.25 As of 2020, 59.2% of jobs within Tendring and 62.7% of jobs within Colchester were classed as full- time. Tendring and Colchester are lower than

the trends in working patterns found in Essex. Colchester and Tendring have a lower percentage of full-time jobs than Great Britain as a whole.

C.26 Colchester has approximately 435,000m² of retail floorspace; 208,000m² of office floorspace; 644,000m² of industrial floorspace; and 110,000m² classed as 'other' floorspace. According to the 2020 Retail and Town Centre Study Update [See reference 43], vacancy levels in Colchester town centre have increased from 10.5% of total ground floor premises to 14.5%. This is above the national average of 12%. Retail capacity is anticipated to decline by 3,900 sqm in Colchester from structural changes in the retail sector and the economic implications of the COVID-19 pandemic. Clacton Town Centre in Tendring has also experienced an increase in vacancies, in 2019 the vacancy rate was 9.2% [See reference 44], further analysis indicates that whilst this is lower than the national average the trend is that the gap is reducing as vacancies are increasing. The full effects of the pandemic and altered shopping patterns are still emerging.

C.27 Drawing on the conclusions of the Retail and Town Centre Study Update [See reference 45], the Council's Topic Paper on Retail and Town Centre Policies [See reference 46] reports that Colchester town centre continues to perform reasonably well against many of the healthcheck indicators. Yet there are weaknesses and signs that the town centre is increasingly vulnerable to structural changes in the retail sector and growing competition from nearby shopping destinations. The current outlook and the committed developments at Tollgate (Stanway) in particular, reinforce the need for measures to maintain the town centre's attractiveness and role as the principal mixed-use shopping destination in Colchester Borough. This includes continued investment in the public realm and key opportunity sites (including Vineyard Gate, Priory Walk and St John's Walk Shopping Centre) to improve the visitor experience and create a more vibrant, differential offer.

C.28 Creative Colchester recognises culture and creativity as a driver of job creation, economic growth and sustainable community development to raise the profile of the town overall. A vision document has been created, in which the

main opportunities are set out for the development of the creative industries over the next five years.

C.29 Colchester Borough Council is leading regeneration programmes in East Colchester, North Colchester, the Town Centre and the Garrison. In East Colchester a new waterside community is emerging at the Hythe, the town's former port. The £13 million regeneration programme will create a mixed-use development alongside the River Colne with 100,000 sq ft of commercial space, 2,000 new homes and improved transport links. The transformation of the area is already underway with new housing, employment areas, community centre, nursery and student accommodation for the University of Essex at University Quays. The University Knowledge Gateway will bring new business opportunities, hotels and leisure facilities.

C.30 To the North of the town, alongside the A12, lies a 100 hectare development site. Plans for the area will see the creation of 1500 new homes and new employment areas to create up to 3500 new jobs. Opened in 2008, the site is already home to the Weston Homes Community Stadium. As well as being Colchester United Football Club's home, the venue also offers space for concerts, events, community space for Colchester United Community Sports Trust to develop its programme of activities and conference facilities for up to 400 people. In 2021 the Northern Gateway Sports Park opened. As part of the regeneration programme for North Colchester a Master Plan has been prepared for North Station, which is a key gateway into the town.

C.31 A £1.5billion development of a new modern Garrison in the town has shown a further 35 years commitment to Colchester by the MoD. As well as creating improved accommodation and facilities for service personnel, land released by the MoD as a result of the new development is being used to create a sustainable mixed use urban village close to the Town Centre.

C.32 Improvements in the Town Centre have previously been focused on the St. Botolph's Quarter, with ongoing plans to develop a new cultural quarter, large retail scheme, Magistrate's Court, residential development and multi-storey car park. However, plans to improve the wider town centre are now

underway with proposals being developed to reduce traffic and create a better pedestrian experience with more public spaces for events and activities and better links for cyclists ensuring that Colchester continues to be a vibrant place during the day and in the evening. The Borough has recently been awarded £18.2 million from the Government's Town Deal Fund to boost a range of projects to improve the town centre including the creation of digital work hubs, accelerated introduction of 5G, restoration of the Holy Trinity Church, and phase one of restoring 'Jumbo' the iconic Victorian water tower.

North Essex Garden Communities Employment & Demographic Studies

C.33 Under the 'most likely' demographic scenario (2,500 dwellings by the end of the plan period (2033), with construction continuing at similar annual rates thereafter until completion of the new settlement; and assumptions for in- and out-migration based on those for similar new settlements), population is estimated to peak at just over 20,000 by 2051. Total population is then expected to decline, due to ageing of the population (as older people form smaller households), and under the assumption of no new houses being built.

C.34 A faster, more ambitious, build-out rate would lead to a slightly higher peak population (which would be reached sooner), due to the larger numbers of young population and children moving into the settlements. During the earlier phases of the development, there is likely to be faster growth in children of primary and secondary school age under an accelerated build-out rate, as younger adults moving in are more likely to bring children with them or form families shortly after moving in, increasing demand for schools. Once the settlement is completed and the population starts to age, the number of children of primary and secondary school age will decline more steeply in an accelerated build-out rate scenario, resulting in a much lower requirement for local schools.

C.35 The number of people aged 70 and over would grow at a faster rate under an accelerated build-out rate, as more people move in during the early phases

of the development and the existing population starts to age. As a result, at its peak (around 40 years after building is completed), the elderly population is slightly larger in an accelerated build-out rate scenario, increasing the need for elderly care services.

Housing

Housing need – Strategic Housing Market Assessment (SHMA)

C.36 Meeting the housing needs in the Districts and Borough is an important issue. The Strategic Housing Market Assessment (SHMA) Update (2015) observed that, due to the requirement for significant deposit to access a mortgage, few households aspiring to home ownership would have access to sufficient funds to purchase a home. The Update identifies a notable increase in the proportion of households in the private rented sector and a decrease in all other tenure groups with owner-occupiers with a mortgage recording the biggest fall.

Table C.9: Size mix of housing requirement (per annum) in Tendring and Colchester [See reference 47]

Housing type – Market housing	Count	Percentage
Tendring		
Market homes		
1 bedroom	38	8.8%
2 bedroom	121	27.9%
3 bedroom	176	40.6%

Housing type – Market housing	Count	Percentage
4 + bedroom	99	22.8%
Shared ownership		
1 bedroom	6	100.0%
2 bedroom	0	0.0%
3 bedroom	0	0.0%
4 + bedroom	0	0.0%
Affordable rent/social rent		
1 bedroom	11	7.0%
2 bedroom	75	47.8%
3 bedroom	48	30.6%
4 + bedroom	23	14.6%

Housing type – Market housing	Count	Percentage
Colchester		
Market homes		
1 bedroom	28	4.3%
2 bedroom	166	25.9%
3 bedroom	294	45.8%
4 + bedroom	154	24.0%
Shared ownership		
1 bedroom	9	75.0%
2 bedroom	3	25.0%
3 bedroom	0	0.0%

Housing type – Market housing	ount	Percentage
4 + bedroom	0	0.0%
Affordable rent/social rent		
1 bedroom	81	30.5%
2 bedroom	86	32.3%
3 bedroom	62	23.3%
4 + bedroom	37	13.9%

Affordable rented / social rented housing

C.37 The updated SHMA for Braintree, Colchester, Clemsford and Tendring indicates that the majority of market housing and affordable housing should be 2 and 3 bedroom properties. This trend is replicated when assessing all housing, with 70.3% of housing need across the District and Borough is 2 and 3 bedroom dwellings.

Table C.10: SHMA guidance on property size targets [See reference 48]

Type	1 to 2 bedrooms	3 to 4 bedrooms
Social rented	70%	30%
Intermediate market housing	65%	35%
Market housing	70%	30%

C.38 In relation to meeting the housing needs of older people, the SHMA also recommends that the Councils consider:

- The type and quality of existing sheltered stock in meeting today's housing standards and preferences and the scale of need and demand for 648 units by 2018.
- The large future on-going requirement for 'extra care' accommodation to meet the significant growth in the number of people over 85.

Housing Supply

C.39 The current trajectory for Tendring District shows that by 2033 there will be 6,115 completions (since 2015). Annual completion rates will fall significantly from 2020 below the 430 annual average rate of provision. As stated in Housing Trajectory and Statement of 5-Year Land Supply (2011), this reflects the fact that the sites identified in the Adopted Local Plan have been completed.

C.40 In relation to potential supply, 1,061 homes have been built in 2011/12 and 2012/13. As at April 2013, 1,970 homes had been granted Planning Permission on larger sites i.e 6 units or more. A further 243 are considered deliverable but do not have planning permission - these sites are phases of larger developments which were allocated in the previous Local Plan but have not yet been built. Historical evidence shows that windfall sites make a contribution to the number of annual completions, and it is forecast that in the light of available sites and planning policy, windfall sites will continue to be permitted and built in the future at a rate of 50 dwellings per year. Taking this into account this plan needs to deliver 6,286 homes on new sites. Since April 2013 a number of sites have been granted planning permission which will contribute to meeting this need.

C.41 Of the 245 new homes built in Tendring in 2015/16, 37% of these homes were built on previously developed land (PDL). This is lower than the results recorded over the last decade for individual recording years due partly to the change in definition of PDL in national planning policy (residential garden land in urban areas is now considered to be greenfield land rather than PDL as it was previously) [See reference 49]. As of 2020/21, Colchester had 27 sites on

the brownfield register and several of these sites are currently going through the planning application process [\[See reference 50\]](#).

C.42 According to the 2021 Colchester Infrastructure Delivery Plan Update [\[See reference 51\]](#), 920 dwellings per year (totalling 18,400) are expected to be delivered in the Borough over the plan period of 2013-2033. There have been 7,804 new dwellings completed since 2013/14 which, when added to the supply of 11,895, results in a total of 19,699 units. 4,075 dwellings have been completed since the Local Plan was submitted in 2017 [\[See reference 52\]](#).

C.43 According to the latest Authority Monitoring Report, between 1 April 2019 to 31 March 2020, a total of 1,124 new homes were provided and 202 affordable homes were delivered [\[See reference 53\]](#). 550 dwellings per year (totalling 11,000) are expected to be delivered in Tendring over the plan period of 2013-2033. There have been 4,739 new dwellings completed since 2013/14.

C.44 In November 2021, the average household price in Colchester was £297,861 [\[See reference 54\]](#). This illustrates an 8.6% increase from £272,129 in November 2020. The average household price for Tendring as of November 2021 is £251,459. In November 2020, the average household price was £227,229 indicating a 9.6% increase. This is higher than the national average (£270,708) but is lower than the Essex average (£353,594).

C.45 To date, the highest proportion of affordable housing achieved within Tendring was in 2009/10 at 43.8% which accounted for 140 of the total number of dwellings completed. Colchester saw its peak affordable housing completions of 44.2% in the year 2011/2012. Between 2019/20, 101 affordable homes (of which 59 homes were acquired by the council) were delivered, accounting for 13% of the total homes delivered in Colchester. Within Tendring, 7 new affordable homes were delivered between 2015/16.

Table C.11: Affordable housing supply in Tendring District (net) [See reference 55]

Year	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21
Net Completed Dwellings	610	370	-	320	210	380	240	240	260	245	658	565	915	784	646
Affordable Completed Housing	20	70	30	140	20	160	70	10	10	23	14	31	16	95	94
Percentage Affordable Housing Completed	3.3%	18.9%	-	43.8%	9.5%	42.1%	29.2%	4.2%	3.8%	9.4%	2.1%	5.5%	1.7%	12.1%	14.6%

Table C.12: Affordable housing in Colchester Borough (net)

Year	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21
Net Completed Dwellings	1,290	1,490	780	690	700	860	650	740	650	1,149	912	1,048	1,165	1,124	741
Affordable Completed Housing	160	290	140	260	190	380	130	70	260	149	100	132	110	202	112

Appendix C Baseline Evidence

Year	06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21
Percentage Affordable Housing Completed	12.4%	19.5%	17.9%	37.7%	27.1%	44.2%	20.0%	9.5%	40%	13%	10.96%	12.5%	9.4%	18%	15.1%

Existing Housing Stock

Table C.13: Dwelling stock by tenure [See reference 56]

Year	Local Authority (incl. owned by other LAs)	Private Registered Provider	Other public sector	Private sector	Total
Tendring	4%	4%	0.0%	91%	71,042
Colchester	7%	7%	0%	86%	82,527
England	6%	10%	0%	83%	23,733,000

C.46 The composition of dwelling stock for Tendring and Colchester is similar to that of Essex and England with the majority of dwellings being in the private sector. However, Tendring District reported the highest proportion of stock within the private sector at 91.3% as well as a smaller proportion of Local Authority owned dwellings compared with Colchester, Essex and England at 4.7%. This is a higher difference between those figures than in Essex and England. In contrast there were proportionately fewer dwellings owned by Private Registered Providers in Tendring than any other area.

Table C.14: Mean dwelling prices (£) as of November 2021 [See reference 57]

Administrative area	Average dwelling price
Tendring	£251,459
Colchester	£297,861

Administrative area	Average dwelling price
Essex	£353,594
East of England	£336,937
England	£288,130

C.47 The mean dwelling price in November 2021 in Tendring District was £251,459 and in Colchester Borough it was £297,861. This is lower than the county mean of £353,594, regional mean of £336,937 but Colchester is higher than the national mean of £288,130.

C.48 There was an estimated 75,500 households in Colchester in 2018 and an estimated 61,500 households in Tendring in 2018.

C.49 There are 64 Residential Care Homes in Tendring, the highest number in any district in Essex and the care sector is the second highest employer in the District. With the population of over 65s projected to rise by 39% during the period (2016-31) consideration will need to be given to the needs of an ageing population to encourage independent living and provide assisted living for those who require it. Development will need to assure that accommodation for our ageing population is integrated into communities to ensure that older people do not become isolated.

C.50 Flats are considered to be the entry level stock in the District and the average price for a flat is £168,631 in Colchester and £133,846 in Tendring as of November 2021 [See reference 58]. The need for a significant deposit has been a major factor in preventing access to the market for new forming households since 2008. 93.8% had less than £10,000 in savings and unless significant family financial support is available, these households will find it very difficult to access the local market and will be limited to the rental or intermediate market. Access to the private rented housing market is also restricted by cost.

Gypsy and Traveller Accommodation

C.51 Within Colchester, the most recent accommodation assessment identified 1 public site (12 pitches); 9 private sites (15 pitches); 1 tolerated site (1 pitch); and no temporary, transit or unauthorised sites. This equates to a total of 28 pitches. There are no Travelling Showpeople yards in the Borough. The overall level of additional need for those households who meet the planning definition of a Gypsy or Traveller is for 2 additional pitches over the Gypsy and Traveller Accommodation Assessment (GTAA) period to 2033 due to new household formation. Total need for 10 additional pitches has been identified from households that do not meet the planning definition [\[See reference 59\]](#).

C.52 Within Tendring, the most recent accommodation assessment identified identified no public sites; 9 private sites (16 pitches; no temporary or transit sites; and 1 unauthorised site (1 pitch). There are no Travelling Showpeople yards in the District. There are also 2 sites awaiting the determination of planning consent (6 pitches). The total additional need for those households who meet the planning definition of a Gypsy or Traveller is for 2 pitches over the GTAA period to 2033. Total need for 3 additional pitches has been identified from households that do not meet the planning definition [\[See reference 60\]](#).

Population and Society

Population

C.53 As well as an overall increase in population over Local Plan periods, we can also expect to see an ageing population within Tendring District. This will also increase pressure on health provision and the care industry.

Table C.15: Population [See reference 61]

	2001	2014	2016	2020
Tendring	138,800	139,900	142,600	147,353
Colchester	156,000	180,400	186,600	197,200
East of England	5,400,500	6,018,400	6,130,500	6,269,161
Great Britain	57,424,200	62,756,300	63,785,900	65,185,724

C.54 Since 2001, the population of Tendring has grown at a significantly lower rate than that of the region and the country. At 0.79% it is considerably below the national population growth rate of 8.50%.

C.55 Colchester is the largest local authority area in Essex in terms of population size. In mid-2020, approximately 64% of the total population were aged 16-64, while an estimated 17.3% of people in Colchester over 65 years old. The population projections for Colchester predict that the population will increase to 228,062 by 2043 [See reference 62]. The projected number of households in the authority is forecast to grow by 22.4% between 2018 and 2043 which is above the England average (16.2%) [See reference 63].

C.56 The population projections for Colchester predict that the population will increase to 228,062 by 2043 and the population of Tendring will increase to 175,427 by 2043 [\[See reference 64\]](#). The projected number of households in Colchester is forecast to grow by 22.4% between 2018 and 2043 which is above the England average (16.2%) [\[See reference 65\]](#).

Table C.16: Population age structure [\[See reference 66\]](#)

	Tendring	Colchester	Essex	
Persons aged 0-4	7,294	11,435	85,981	
Persons aged 5-14	15,389	22,812	177,057	
Persons aged 15-19	7,026	11,303	78,960	
Persons aged 20-44	33,540	67,768	437,268	
Persons aged 45-64	39,485	46,036	395,198	

Education

C.57 There are 47 maintained schools in Tendring District, 41 primary schools and 6 secondary schools. There are 2 adult education centres offering a range of courses from beauty therapy and arts and crafts to training courses aimed at the business community.

C.58 There are 79 maintained schools in Colchester Borough: 64 primaries, 11 secondaries and 4 special schools. There are two higher education colleges, Colchester Sixth Form College and the Colchester Institute, plus the University of Essex, making the Borough a major educational base with visiting students significantly adding to the diversity of the population. The provision of day care,

nursery education and out-of-school care remains an issue for the Borough, with there being more demand than formal supply.

C.59 Essex County Council has a statutory responsibility to ensure there are sufficient school places available every year, that there is diversity across the school system and parental preference is maximised. The Essex 10 Year Plan – meeting the demand for school places 2021-2030, sets out the requirement, supply and demand for places in maintained primary and secondary schools over a 10 year period and is updated annually to ensure projections of demand and capacity are as accurate as possible.

C.60 There is a significant demand for school places in Essex. The total number of pupils by 2030/31 will reach 131,635 primary pupils and 99,693 secondary school pupils (including sixth form) [\[See reference 67\]](#). Colchester Borough is anticipated to experience significant capacity issues in its primary schools from 2025 onwards, particularly in Colchester North, Colchester Southwest Stanway and Colchester Rural South. To manage demand, a new school (Trinity School) opened in September 2021 for secondary school pupils. A primary school will open on a shared site in 2024 to provide between 60-420 primary spaces in 2025-26.

C.61 In Colchester, there are longer term forecasted capacity issues relating to primary school reception places in the areas of Colchester north, Colchester southwest and Stanway, Wivenhoe and Colchester rural south. There is an identified expected short fall in secondary school Year 7 capacity in Colchester in 2023/24. However, there is no identified shortfall in the forecasted capacity for 2021/22 and 2022/23 as well as for all years forecasted after 2023/24. There is less forecasted secondary school Year 7 capacity in Thurstable with expected shortfalls in many of the upcoming reporting years up to 2030.

C.62 In Tendring, there are longer term forecasted capacity issues relating to primary school reception places in the areas of Little Clacton / Tendring / Thorpe / Weeley, Brightlingsea / Elmstead and Frinton / Walton. There is also an identified expected short fall in secondary school Year 7 capacity in Tendring

in the areas of Clacton, Colne, Harwich and Manningtree and surroundings across many of the upcoming reporting years up to 2030

C.63 Educational achievement in Colchester Borough is generally good. 51.2% of pupils in Colchester achieved GCSEs which is higher the national average of 50.2% and the East of England average of 50.3% [\[See reference 68\]](#).

According to labour market statistics from January 2020 to December 2020 [\[See reference 69\]](#), Colchester has a higher-than-average proportion of people with NVQ1 qualifications but a lower proportion of people with NVQ2, NVQ3 and NVQ4 qualifications compared to the regional and national averages. Colchester also has fewer people with no qualifications (4.6%) compared to the regional (5.7%) and national averages (6.4%). However, educational attainment is particularly poor in six LSOAs which are classified as being within the 10% most deprived under the Education, Skills and Training domain in the English Indices of Multiple Deprivation (Greenstead, St. Anne and St. John's, Shrub End, Berechurch). There are also an additional nine LSOAs within the 20% most deprived under the education deprivation domain [\[See reference 70\]](#).

Table C.17: Key Stage 4 – GCSE or equivalent [\[See reference 71\]](#)

	All Pupils at the end of KS4 achieving 5+ A* - C	All Pupils at the end of KS4 achieving 5+ A* - G	All Pupils at the end of KS4 achieving 5+ A* - C including English and Maths	All Pupils at the end of KS4 achieving 5+ A*-G including English and Maths
Tendring	58.0%	91.5%	46.6%	89.2%
Colchester	71.5%	95.6%	64.6%	93.7%
Essex	67.0%	94.3%	58.7%	92.0%
East of England	66.7%	94.7%	58.1%	92.5%
England	66.5%	94.3%	57.7%	91.7%

C.64 At 58.0% a lower proportion of pupils within Tendring attained five or more A*-C grades at key stage 4 (KS4) than the county, regional and national equivalent. Colchester registered higher than Tendring for this statistic, and Colchester is higher than the county, region and nation for the percentage of pupils achieving 5+ a*-C grades.

C.65 46.6% of pupils who gained five or more A*-C grades did so including English and Mathematics in Tendring, which is considerably less the national proportion of 57.3%. Again, Colchester had higher percentages of people achieving 5+ A* - C grades including Mathematics and English than Tendring, at 64.6%. The proportion of pupils attaining five or more A*-G grades was also below the national figure for Tendring, however Colchester had a higher percentage than the county, regional and national figures.

Table C.18: Adult qualifications [See reference 72]

	NVQ4 and above	NVQ3 and above	NVQ2 and above	NVQ1 and above	Other qualifications
Tendring	13,700	32,900	48,000	62,800	3,400
Tendring	18.3%	43.8%	63.9%	83.5%	4.5%
Colchester	43,400	67,900	89,000	99,700	7,000
Colchester	37.9%	59.3%	77.7%	87.0%	6.1%
East of England	34.9%	53.5%	72.4%	85.9%	6.5%
Great Britain	38.2%	56.9%	74.3%	85.3%	6.6%

C.66 The population of Tendring District has in general fewer qualifications than the overall sub-national and national populations. 83.5% of the working age population of Tendring District which accounts for 63,100 people are qualified to at least level 1 or higher compared to 85.3% across Great Britain. Colchester is

higher than Tendring with 87% qualified to level 1 or higher. Colchester is above the regional and national average for the percentage of the population with qualifications at NVQ1 or higher. Level 1 represents foundation GNVQ, NVQ 1 or up to 5 GCSEs at grades A*-C.

C.67 The most significant difference is that Tendring has comparatively lower proportions of the population qualified at Level 3 and above than the regional and national averages, with 43.7% of the population having attained at least 2 or more A levels, advanced GNVQ, NVQ 3 or equivalent (level 3) and 18.2% achieving a higher national diploma, degree and higher degree level or equivalent (level 4).

C.68 Colchester however, is higher than the East of England and Great Britain at 59.3% with NVQ3 or above and 37.9% with NVQ4 or above.

Quality of Life

C.69 In December 2018, there was a total of 17,145 recorded crimes over a three month period in Colchester Borough. This is the highest record figure of total crimes recorded. In Tendring District, over the same period, there were 13366 crimes recorded. This is also the highest number of total crimes recorded in the district [\[See reference 73\]](#).

C.70 Between April 2019 and March 2020, 23,080 crimes were recorded in the Colchester Borough [\[See reference 74\]](#). In Essex, 154,561 crimes were committed in the year ending September 2021. Violent crime, anti-social behaviour, criminal damage and arson, public order, shoplifting, and other theft made up the highest proportion of recorded offences.

C.71 With an increasing population, it may be that the total number of recorded crimes will continue to rise. Planning can play a big part in kerbing this increase through developments that design out crime.

C.72 The Tendring community has access to a wide range of Council-run services including three leisure centres with swimming pools, sports centres, recreation grounds, country parks and the Princes Theatre, with an 820 seat auditorium which hosts local events as well as attracting national and international entertainers.

C.73 In Colchester, the community has access to a wide range of Council-run services and facilities, including those owned by the 31 Parish Councils in the Borough. Facilities include country parks at Cudmore Grove in East Mersea and High Woods in Colchester, a leisure centre including swimming pools and four multi-activity centres, a Sports Park and a 10,000 seat capacity football stadium.

C.74 Deprivation is measured on a small scale with local authorities divided in small areas known as Lower Super Output Areas (LSOAs) which have an average of 1,500 people, a minimum of 1,000 and are sub-divisions of wards. There are 32,482 LSOAs in England. Extent is the proportion of a local authority district's population living in the most deprived Local Super Output Areas (LSOAs) in the country. Local concentration refers to 'hot spots' of deprivation by reference to a percentage of the local authority districts population. Average Score is the population weighted average of the combined scores for the LSOAs in a local authority district and average Rank is the population weighted average of the combined ranks for the LSOAs in a local authority district.

C.75 Tendring ranks 1st in comparison to the 12 other Essex authorities in terms of average score, with Harlow, Basildon, and Colchester, following in rank as some of the more deprived Essex authorities [\[See reference 75\]](#). Between 2015 and 2019 nine out of twelve lower tier local authorities in the Essex County Council administrative area increased in their rankings relative to 317 other local authority areas nationally whilst three areas (Tendring, Castle Point and Colchester) decreased their rank. Of the 326 local authorities within England, Tendring ranks within the top 25% for extent and the top 16% for the remaining three measures –local concentration, average score and average rank. Colchester is less deprived, with Colchester ranking 4th in Essex on average.

C.76 According to the English Indices of Multiple Deprivation 2019 [\[See reference 76\]](#), out of the 105 Lower-Layer Super Output Areas (LSOAs) [\[See reference 77\]](#) in the borough, 27 are within the top 40% most deprived LSOAs in the country. These LSOAs are largely concentrated in the wards of Berechurch, Greenstead, New Town & Christ Church, Old Heath & The Hythe and St Anne's & St John's. Colchester has one LSOA in the 10% most deprived in the country, namely Greenstead.

C.77 Colchester has 24 LSOAs that are in the 20% least deprived in England. The LSOA ranked as the least deprived is Bergholt in the ward of Lexden & Braiswick. Lexden & Braiswick, Mersea & Pyefleet, Tiptree and Wivenhoe all have three LSOAs which fall into the 20% least deprived classification.

C.78 Since the 2015 Indices of Multiple Deprivation, the number of LSOAs in the 10% most deprived has fallen to just one, with Barnhall, Salary Brook South and St Anne's Estate moving into the 11-20% most deprived decile.

C.79 The most deprived neighbourhood in England according to the IMD2019 is to the east of the Jaywick area of Clacton on Sea (Tendring 018a). This area was also ranked as the most deprived nationally according to the IMD2015 and IMD2010.

Health

C.80 In 2020, there were 1,993 live births in Colchester and 1,220 in Tendring. In Essex, only Basildon District had a higher number of births than Colchester (2,286). The total number of births in Essex in 2020 was 15,009 [\[See reference 78\]](#).

Life Expectancy and Health

Table C.19: Life expectancy [See reference 79]

Area	Males (2019/20)	Females (201/20)
Tendring	78.2	82.0
Colchester	80.3	83.6
East of England	80.2	83.8
England	79.4	83.1

C.81 The health of people in Colchester is varied compared with the England average. According to the most recent Local Authority Health Profile for Colchester [See reference 80], life expectancy in the Borough is estimated at 80.3 years for men (which is higher than the England average but below the East of England average) and 83.6 years for women (which is higher than the England and regional averages).

C.82 As outlined above, Colchester experiences pockets of deprivation. As a result, life expectancy is 8.6 years lower for men and 8.0 years lower for women in the most deprived areas of Colchester than in the least deprived areas. According to the Health Deprivation and Disability domain in the Indices of Multiple Deprivation, only 10 LSOAs in Colchester are within the 20% most deprived under this domain [See reference 81].

C.83 In 2017 the Colchester area had an all-ages mortality rate of 985.4 deaths per 100,000 residents, based on 1631 deaths recorded during that time period. This overall mortality rate was higher than the England average of 958.7 (per 100,000), but was a slight decrease compared the previous year (992.5 per 100,000).

C.84 The health of people in Tendring is generally worse than the England average. Tendring is one of the 20% most deprived districts/unitary authorities in England and about 24.1% (5,500) children live in low income families. Life expectancy for both men and women is lower than the England average. Life expectancy is 10.6 years lower for men and 7.8 years lower for women in the most deprived areas of Tendring than in the least deprived areas.

Table C.20: Estimated children in Year 6 classified as obese 2019/20 [See reference 82]

Administrative area	Children (year 6)
Tendring	21.6%
Colchester	18.4%
East of England	19.1%
England	21%

Impact of COVID-19

C.85 Between March 2020 and April 2021 there were 2,125 deaths registered in Colchester, 15.2% more than the 1,844 predicted . Of the deaths, 16.5% (352) had COVID-19 listed as the main cause. In Colchester, January had the highest number of excess deaths at 94 and January and February 2021 had the highest percentage of COVID related deaths at 4%.

C.86 The Middle Layer Super Output Area of New Town and Hythe saw the highest number percentage of excess deaths during the pandemic followed by Prettygate and Westlands. There were 96 deaths in total in New Town and Hythe, 68.4% (39) more than expected, with 16.7% of deaths (16) with COVID listed as the main cause. Central Colchester had the highest percentage of Covid related deaths at 25.3%, followed by Shrub End with 22.5%.

C.87 Lexden saw the lowest number percentage of excess deaths with saw 70 deaths, 15.7% fewer than expected, with 11.4% of deaths (8) attributed to Covid. Prettygate & Westlands had the lowest percentage of COVID related deaths at 10.6%, followed by both Abbey Field and Monkwick at 11.1%.

Physical Activity and Open Space

Table C.21: Adult participation in sport at least once a week

[See reference 83]

	Active people survey 7 – Oct 2013	Active people survey 8 – Oct 2014	Active people survey 9 – Oct 2015	Active people survey 10 – Sep 2016
Tendring	29.4%	29.4%	26.7%	23.6%
Colchester	35.2%	36.9%	36.8%	33.1%
Essex	36.8%	35.7%	34.8%	35.7%
East of England	35.9%	35.6%	35.6%	36.2%
England	36.6%	36.1%	35.8%	36.1%

C.88 The proportion of adults participating in sport at least once a week has decreased in the most recent survey for Tendring and Colchester, however at county, regional and national levels adult participation has increased. In Tendring District, 23.6% of those in the survey were active in sport between October 2015 and September 2016, a 3.1% reduction on the previous year. Colchester registered a 3.7% reduction in participation from Active People Survey 9 to Active People Survey 10.

C.89 Accessible Natural Greenspace Standard (ANGSt) created by Natural England sets out the minimum amount of accessible natural greenspace that any household should be within reach of. Analysis of Accessible Natural Greenspace Provision for Essex (2009) showed that only 7% of Essex households met all the ANGSt requirements while 14% didn't meet any. According to the report, "the areas that fare the worst according to the ANGSt criteria are the more rural parts of the county; although there may be greenspace surrounding rural inhabitants, there is often limited official public access beyond the footpath network".

C.90 Physical inactivity is classified as doing less than 30 minutes of moderate intensity activity per week. In Colchester, of adults aged over 19 years, 17.9% 23.5% and in Tendring were classified as being physically inactive in 2019/20. Colchester is lower than proportion of adults physically inactive across Essex (21.4%) and similar England (22.9%) and was the lowest level in the county. The proportion of adult residents classified as physically active (doing more than 150 minutes of moderate intensity activity per week) was 72.6% in Colchester and 68.1% in Tendring (; Lowest: Basildon 58.4%). This was higher than the proportion of adults physically active across Essex as a whole (67.6%) and England (66.4%) In 2016/17 the area was also ranked as having the 7th highest percentage of residents involved in organised sports across the Essex Districts, with 35.1%. This was similar to the percentage across the whole of Essex (35%).

Natural and Built Environment

Overview

C.91 Colchester and Tendring lie within an ecologically rich rural and coastal environment. Areas of importance for nature conservation are to be found particularly along the coast and river estuaries. The Abberton Reservoir SPA, Blackwater Estuary Mid-Essex Coast SPA, Colne Estuary Mid-Essex Coast SPA, Hamford Water SPA and SAC, Stour and Orwell Estuaries SPA and

Essex Estuaries SAC overlap with various parts of both Colchester and Tendring.

C.92 Within Colchester, there are eight Special Sites of Scientific Interest (SSSIs): Marks Tey Brickpit, Upper Colne Marshes, Roman River, Abberton Reservoir, Blackwater Estuary, Tiptree Heath, Bullock Wood and Cattawade Marshes. Dedham Vale is the only Area of Outstanding Natural Beauty within the area. There are ten SSSIs within Tendring. The majority of Sites of Special Scientific Interest (SSSIs) in the Borough are either in favourable or unfavourable recovering condition. Of the Tendring SSSI sites the majority are in a favourable condition with 36% measured as 'Unfavourable - Recovering' by Natural England.

C.93 One aim of Colchester's Climate Emergency Action Plan is to plant 200,000 trees by 2024 as part of the Colchester Woodland and Biodiversity Project to benefit biodiversity and capture carbon [\[See reference 84\]](#). There are areas of Ancient woodland scattered throughout both Colchester and Tendring.

C.94 Colchester has 22 Conservation Areas, 1,600 listed buildings and 40 scheduled monuments. CBC recently updated the Colchester Borough Local List which includes 780 buildings or assets that are of historical or architectural interest. Historic England's Heritage at Risk Register contains seven entries for the Borough. Tendring is in the process of preparing its Local List, but has over 1,000 listed buildings and three registered Historic Parks and Gardens. There are 13 entries on the Historic England's Heritage at Risk Register for the Tendring District. Designated heritage assets within the proposed garden community area would include Grade II listed Allen's Farmhouse, Ivy Cottage, Lamberts, and three buildings at Hill farmhouse. Designated heritage assets nearby include the grade I listed Church of St Anne and St Lawrence, grade II* listed Wivenhoe House, Elmstead Hall and Spring Valley Mill and numerous grade II listed buildings as well as the grade II listed Wivenhoe Registered Park and Garden [\[See reference 85\]](#).

C.95 The rurality of the wider area means that there are large areas of open countryside, including protected natural and historic landscapes. Areas of importance for nature conservation are to be found particularly along the coast and river estuaries.

C.96 In Colchester and the north west of Tendring District is the Dedham Vale Area of Outstanding Natural Beauty (AONB) covering an area of 90 sq. km, designated for conservation due to its significant landscape value. Made famous by the paintings of Constable and Gainsborough, its traditional grasslands, wildflower meadows and hedgerows provide an opportunity for both residents and visitors to enjoy the peace and beauty of what are among some of England's most precious and vulnerable landscapes. In addition, there are discussions currently underway regarding the possibility of expanding the Dedham Vale AONB westward into the northern part of Braintree District. Proposed by the Stour Valley Partnership, the proposals are supported by Essex County Council, Braintree District Council and Colchester Borough Council.

C.97 Natural England's National Character Area Profile: Northern Thames Basin, in which the Garden Community broadly lies, indicates that the rural urban fringe should be conserved and enhanced through the spatial planning process and through good design in development.

C.98 There are existing natural landscape and ecological features within the site such as Salary Brook, Welsh Wood, woodland, ancient woodland and a network of intact hedgerows and associated veteran trees, land drains and ditches. More broadly however, the topography of the land indicates benefits to the proposals in the form of integrating development into a natural context.

Agricultural Land

C.99 Grade 1 and 2 agricultural land is predominantly in the north east of Colchester Borough, with some areas of grade 2 land to the west and north

west. The Garden Community site area is predominantly within Grade 1 Agricultural Land (determined 'excellent' by Natural England).

C.100 Tendring has a significant concentration of grade 1 and 2 agricultural land to the north west of the District on the border with Colchester Borough. The majority of the central party of the District is grade 3 land, with small areas of grade 2 running from south west to north east through the centre of Tendring. Coastal areas have lower quality land, with grade 4 land to the south around Colne Point and Holland-on-Sea and grade 4 and 5 land around Harwich and Dovercourt.

Utilities

C.101 Due to the nature and scale of Garden Communityties, utility provision is limited within the site currently. There is capacity in the medium pressure gas network in the region, but local low pressure upgrades will be required.

Existing Communities

C.102 A number of existing dwellings and the hamlet of Crockleford Heath exist within the broad area. The 'red-line boundary' of the site extends the Garden Community area towards Elmstead Market to the south east, Wivenhoe to the south, Ardleigh to the north and Colchester / Greenstead to the east, separated by the Salary Brook nature reserve and river channel.

Climate Change and Flood Risk

Overview

C.103 Colchester Borough Council declared a climate emergency on the 17 July 2019 and subsequently prepared a Climate Emergency Action Plan [See reference 86] for the period 2021 to 2030. Tendring District Council declared a climate emergency on 6 August 2019 and subsequently prepared a Climate Emergency Action Plan [See reference 87] for the period 2020 to 2023. The UK Climate Projections (UKCP18) show that in 2050 the climate in the South East will be warmer with wetter winters and drier summers than at present [See reference 88].

C.104 Tendring District Council's Cabinet agreed £150,000 of funding to pay for specialist advice for the action plan to be drawn up. A cross party climate change working group was set up to oversee the preparation of the action plan. The Council engaged the services of APSE Energy late in 2019 to help understand the position it is in and to calculate its own greenhouse gas emissions for the baseline year of 2018/19 along with collating data for the Tendring District as a whole. APSE Energy supplied the Council with a report in August 2020 that is used to underpin this Action Plan. One of APSE's recommendations is that the Council adopt the term net zero carbon as an aim rather than carbon neutral. The Essex Climate Action Commission (ECAC) was formed in 2020 to promote and guide climate action in the county, and move Essex to net zero by 2050. It is an independent, voluntary, and cross-party body bringing together groups from the public and private sector, as well as individuals from other organisations. The Commission published its report Net Zero: Making Essex Carbon Neutral in July 2021 and its recommendations are relevant to Essex County Council, Essex local authorities, parish and town councils, as well as Essex businesses, residents, and community groups. It covers a wide range of topic areas including land use, energy, waste, transport plus the built and natural environments.

C.105 The latest DECC figures [\[See reference 89\]](#) show generally decreasing trends for CO₂ emissions (kilotonnes) in Colchester from 2005 to 2019; however there was an increase in 2012. CO₂ emissions have fallen from 1,140kt to 762kt (a decrease of 33%) over the period between 2005 and 2019. In addition, the latest DECC figures for energy consumption [\[See reference 90\]](#) (in thousand tonnes of oil equivalent (ktoe)) show there has been a general decreasing trend in energy consumption as well as CO₂ emissions. The figures for Tendring illustrate similar trends with a fall in CO₂ emissions from 2005 – 2019 from 834kt to 562kt [\[See reference 91\]](#), equivalent to 33% reduction.

C.106 The risk of flooding posed to properties within the District and Borough arises from a number of different sources including river flooding, sewer and surface water flooding.

C.107 A hierarchy of flood zones are defined as:

- Zone 1 – (Low Probability)
 - Encompasses land assessed as having a less than 1 in 1000 annual probability of flooding in any year (<0.1%).
- Zone 2 – (Medium Probability)
 - Comprises land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% – 0.1%).
- Zone 3a – (High Probability)
 - Covers land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%) in any year.
- Zone 3b – (The Functional Floodplain)
 - This zone consists of land where water has to flow or be stored in times of flood. It is land which would flood with an annual probability of 1 in 20 (5%) or greater in any year.

C.108 Significant levels of flood risk are generally identified along river stretches. This is the case at the site's western boundary associated with Salary

Brook. The surrounding area of Salary Brook includes land within Flood Risk Zones 2 and 3 although no development is proposed for this specific area. A water body also exists at the location of the former quarry at Allen's Farm with minor associated flood risk.

C.109 Surface water flooding can occur from sewers, drains, or groundwater and from runoff from land, small water courses and ditches as a result of heavy rainfall. Surface water flood risk is relatively high with all main settlements in North Essex assessed being ranked in the top 1,000 settlements most susceptible to surface water flooding.

Waste

C.110 Households within Tendring District Council and Colchester Borough Council produce much less household waste per person than the county average. However, a much smaller percentage of this household waste is recycled, re-used or composted in Tendring than the Essex average. Almost half as much is reused, recycled or composted in Tendring compared with Essex as a whole. Colchester is also lower than the Essex value for this, but by a smaller percentage than Tendring.

C.111 The residual waste produced per household in Colchester in 2018/19 was 279kg, 281kg in 2019/20 and 307kg in 2020/21. The figure for Tendring in 2018/19 was 511kg, 404kg in 2019/20 and 428kg in 2020/21. The percentage of household waste reused, recycled and composted in Colchester was 58.6% in 2018/19, 58.7% in 2019/20 and 56.9% in 2020/21. The percentage of household waste reused, recycled and composted in Tendring was 27.3% in 2018/19, 35.1% in 2019/20 and 40.2% in 2020/21 [\[See reference 92\]](#).

Air, Water and Land Pollution

C.112 The 2020 Air Quality Annual Status Report [\[See reference 93\]](#) highlighted that air quality is slowly improving at the worst-case monitoring locations such as within Brook Street and Mersea Road. Some monitoring locations within the town centre area do not appear to be improving in the same manner. Diffusion tube monitoring has identified elevated concentrations along the A120. The Tendring 2020 Air Quality Annual Status Report [\[See reference 94\]](#) concluded there have been no exceedances in the air quality objectives. To ensure air quality levels remain good TDC have implemented more monitoring locations across the District.

C.113 All waterbodies in the Essex Combined Management Catchment and Anglian TraC Management Catchment are failing in terms of achieving good chemical status. The waterbodies in Colchester are of moderate ecological status, with the exception of Layer Brook which is of poor ecological status and Domsey Brook was of good ecological status in 2019. The Water Environment (Water Framework Directive) Regulations (2017) [\[See reference 95\]](#) require all waterbodies to achieve 'good ecological status' and 'good chemical status' by 2027.

C.114 Currently, there are no entries on Colchester Borough Council's contaminated land register [\[See reference 96\]](#). There are 28 sites on the Brownfield Register [\[See reference 97\]](#). Tendring has 41 sites on the Brownfield Register and no entries on the contaminated land register.

Transport

Overview

C.115 Tendring District is connected to a network of major roads via the A120, A133 and A137, which provide routes to Chelmsford, London, the M25, London Stansted Airport and the Port of Felixstowe. Colchester is similarly connected to a comprehensive network of major roads via the A12 and A120, which provide routes to London, the M25, Harlow and Cambridge. Four sections of the A12 around Colchester fall into the top ten busiest sections on the A12 route. The Borough also lies in close proximity to the major seaports of Harwich (20 miles) and Stansted airport (30 miles). This strategic position has meant the area has been a magnet for growth resulting in a healthy and vibrant economy.

C.116 Transportation provision in Tendring includes 14 railway stations with connections to Colchester, Chelmsford, Ipswich, Norwich, Stratford and London. The average journey time between Clacton-on-Sea and London Liverpool Street is 1 hour 26 minutes. During 2014-2015 Abellio Greater Anglia invested £1.5 million to improve performance and service consistency across the network, £10,000 for customer-focussed service improvements and £300,000 to repair and upgrade rolling stock.

C.117 There are numerous bus routes throughout Tendring including frequent inter-urban routes linking villages to the larger urban areas of the District and to Colchester. The dispersed geography of the District means that these services are stretched and causes a reliance on the use of private cars. One of the challenges to future development in Tendring is to minimise the dominance of the car as a main mode of travel.

C.118 Transportation provision in Colchester includes six railway stations; bus routes operated by ten bus companies; and several cycle trails. One of the biggest challenges to Colchester's future development is traffic growth and the dominance of the car as the main mode of travel.

C.119 The growing demand for the use of airports, including London Stansted, will create additional associated pressures on road and rail infrastructure. The County Council, along with South East Local Enterprise Partnership, local and national agencies and other organisations, will also need to work collaboratively with the Local Planning Authorities to ensure infrastructure meets demand for enhanced economic growth.

C.120 The results of the Colchester Travel Diary survey (July 2007) found that the largest proportion of trips (55%) in the AM peak (0600-0900) are journeys to the workplace, followed by journeys to school (11%), the remainder of journeys are to shops / local services, leisure services and for business. Analysis of survey results also determined that 67% of these journeys to workplace in the AM peak originate from homes in urban areas and accordingly, could potentially be undertaken via public transport, walking or cycling instead. While the findings of the travel diary survey are now relative old, the findings from the more recent workplace travel plan surveys from organisations along the A134 (as show in the table below) confirm the view that workplace journeys are likely to be a significant contributor to congestion along this corridor.

Table C.22: Workplace Travel Plan survey findings [\[See reference 98\]](#)

	Colchester Council (2012)	Colchester Hospital (2012)	Colchester Institute (2013)	Culver Square (2010)
Drive (alone)	47%	64%	61%	64%
Car share	11%	9%	12%	0%
Get dropped off	3%	2%	N/A	N/A
Walk	13%	11%	10%	22%
Cycle	6%	4%	5%	7%
Bus	11%	5%	4%	0%

	Colchester Council (2012)	Colchester Hospital (2012)	Colchester Institute (2013)	Culver Square (2010)
Train	6%	2%	2%	0%
Motorcycle	1%	0%	2%	7%
Taxi	1%	0%	N/A	0%
Work from home	2%	1%	1%	N/A
Other	0%	2%	3%	N/A

C.121 These results indicate that there is scope and opportunity for encouraging more modal shift for the journey to work, as car use is still high and many of these are relatively short journeys that could be undertaken by walking, cycling, bus or car sharing. The distances that staff travel to work is highlighted in the Travel Plan for Culver Square and reveal that 72% of staff live less than 4 miles (or a 30 minute cycle ride) from the Town Centre.

Modes and Flow of Travel

Table C.23: Private vehicle ownership [See reference 99]

	No car or van	1 car or van	2 cars or vans	3 cars or vans	4 or more cars or vans	Total cars or vans
Tendring	(23.4%)	(45.3%)	(23.2%)	(5.8%)	(2.2%)	74,212
Colchester	(20.6%)	(43.8%)	(27.4%)	(6.0%)	(2.3%)	90,741
East of England	(17.7%)	(41.1%)	(27.8%)	(6.6%)	(2.5%)	3,231,763
England	(25.8%)	(42.2%)	(24.7%)	(5.5%)	(1.9%)	25,696,833

C.122 Proportionately more households own 1 car or van within Tendring District at 45.3%, which is slightly higher than national and regional statistics, Colchester is also higher than the regional and national figures at 43.8%.

C.123 Colchester has one of the highest levels of walking and cycling in Essex and through creating the right infrastructure and interventions there is the opportunity to grow it further. Essex County Council's Active Travel Essex project aims to support people in making those short journeys across the town in a safer easier way. The proposals for Colchester will see the creation of two routes helping safer, greener and healthier walking and cycling between key points in the town.

C.124 Travelling from north to south and east to west, the two routes cross in the town centre, enabling a safe and easy access from Lexden Road, Butt Road, East Hill and the Mile End area into the town centre or on to key destinations such as the station and hospital. These are journeys which are being made by car and, therefore, the proposals will, alongside other measures in the town (such as the proposed Rapid Transit System and future cycling and walking routes) help tackle congestion creating a safer, greener, healthier Colchester.

C.125 Tendring District has a lower proportion of residents driving to work by either car or van (34.50%) [\[See reference 100\]](#) when compared to regional and national levels, although this is only slightly lower than the national statistics. This could be lower as a result of a much higher number of people not currently working in the District. There is also a lower usage of trains as a mode of transport within the District compared to the national trend as well as fewer residents cycling or traveling by underground or on a bus, minibus or coach. The proportion of residents who walk to work is comparatively similar to the regional and national levels.

C.126 A much lower proportion of the population of Tendring drive to work in a car or van than in Colchester and the region. More people travel by train in Colchester than in the region and the nation and more people use buses, minicabs or coaches than in the East of England. Sustainable transport

methods are more common in Colchester than in Tendring, the East of England or England as a whole, with 2.57% of residents cycling to work and 7.70% walking to work.

C.127 Commuting patterns result in a daily 1,882 population decrease in Colchester [See reference 101]. Around 24,850 people commute out of Colchester to other local authorities each day, most notably to Tendring, Braintree and the City of London. Around 17,412 people commute out of Tendring to other local authorities each day, most notably to Colchester, Braintree and the City of London. Inflow of people into Colchester (6,763). However, these commuting patterns are expected to have significantly changed due to the increase in working from home as a response to the COVID-19 pandemic

C.128 The baseline evidence suggests that the proportion of Tendring District's population with one car or van is higher than the national and county average and those residents that use rail for commuting is lower than average. The evidence also suggests that the proportion of residents that use other sustainable modes such as walking and cycling is lower than the national average. Whilst it is considered that the rural nature of the district may have a key role to play in encouraging this, it is important that with the evolution of the plan further consideration is given to how future growth may be delivered to facilitate uplift in sustainable travel.

C.129 However, these commuting patterns are expected to have drastically changed from the increase in working from home as a response to the COVID-19 pandemic.

North Essex Garden Communities Movement and Access Study (2017)

C.130 The North Essex Garden Communities Movement and Access Study (2017) evaluates the current infrastructure capability within the Section One

Strategic Area and identifies where there is likely to be issues with the quantum of development proposed in the Garden Communities. The key findings and recommendations for TCB are outlined below. Further work will be undertaken through masterplanning.

Main Garden Community - Early Phases

- A120-A133 Link Road to cater for construction traffic and to provide some relief of the A133 into Colchester.
- A133 Boulevard and cycle route build out linked to the provision of development in this area to provide a transformative public realm and environment for active modes and public transport prioritisation.
- Early phases of rapid transit priority measures, such as links between Elmstead Road and Greenstead Road for rapid transit
- Enhanced cycle links to Central Colchester.
- Potential provision of an eastern Park and Ride from an interim location by building a car park that can be repurposed for a future use as the town centre is built out and the Park and Ride relocated or another provided in the NE of the site. This could help to anchor demand for a high quality frequent rapid transit service from the early days of the new development.

Local Plan Period (By 2,500 Homes)

- Gradual Build out of rapid transit network infrastructure within the site and into Central Colchester.
- Delivery of Salary Brook Trail Upgrade and connections to Welshwood Park for access to schools and leisure in North Colchester.

Garden Village

- Link from Bromley Road to the A120-A133 Link Road junction (south of the A120) to remove internal car movements from within the site. Again, a

focus is on the 'long way round' for cars, while providing more suitable construction traffic access.

- Consideration of access control point for peak periods to limit access to Bromley Road for travel into Central Colchester from the Garden Community / Garden Village thereby supporting a 'monitor and manage' approach prior to potential upgrade of the A137 / Bromley Road junction.
- Providing a variation of the rapid transit service from Colchester via the University that terminates at the Garden Village, supplementing services that currently use Bromley Road to Tendring and Colchester.
- There is a need for careful tie-ins to the highway network given presence of schools on St Johns Road, residential areas around Plains Farm Close.
- Our suggestion is a three segment development that has no through car route between all three (at peak periods at least through ANPR access control points), but with rapid transit and cycle accessibility at all times. This would help to spread the load on to the highway network, minimise expenditure on junction capacity enhancements and supports sustainable / active modes as the default mode of choice.
- Provision of a rapid transit loop service up either Ipswich Road (or even Harwich Road) to serve the site and the neighbouring Betts Factory development site.
- Upgrades to existing PROW and greenway opportunities provides the opportunity for a continuous largely off road link between the Ipswich Road (connecting with existing and planned cycle routes), the University via Salary Brook, Garden Village and Garden Community.

North Essex Garden Communities Trip Generation

C.131 The North Essex Garden Communities Movement and Access Study provides projections for the likely volume of trips generated by the garden

communities proposed development during peak travel times. This information is summarised in the below tables.

Table C.24: External vehicle trips per site (AM peak: 0800-0900)

[See reference 102]

	Scenario	AM peak departures	PM peak arrivals
West Tendring / Colchester Borders	Local Plan – 2,500 homes (Ambitious), 2032	397	175
	Local Plan – 2,500 homes (Census), 2032	635	293
	Full – 10,700 homes (Ambitious), 2047	1444	605
	Full – 10,700 homes (Census), 2047	2261	996

* Excludes external demand (arrivals) for mixed use and education (to be determined during masterplanning).

Table C.25: External vehicle trips per site (PM peak: 1700-1800)

	Scenario	AM peak departures	PM peak arrivals
West Tendring / Colchester Borders	Local Plan – 2,500 homes (Ambitious), 2032	198	263

	Scenario	AM peak departures	PM peak arrivals
	Local Plan – 2,500 homes (Census), 2032	349	465
	Full – 10,700 homes (Ambitious), 2047	698	973
	Full – 10,700 homes (Census), 2047	1233	1721

* Excludes external demand (arrivals) for mixed use and education (to be determined during masterplanning).

C.132 The broad area is well located in terms of existing access and the presence of strategic roads and those that permeate the broad area and those eastern parts of Colchester.

C.133 The presence of the Great Eastern Mainline and rail links at Hythe exist as a rapid public transport link to Colchester.

C.134 The existing strategic and local bus networks currently set down and pick-up in close proximity to the site with a bus interchange located at the University campus. Within the Colchester Borough Council Local Plan, provision is made for a dedicated bus corridor to support development in North Colchester. Essex County Council were awarded HIF funding for a link road linking the A133 and A120 and Rapid Transit System (RTS).

Appendix D

Audit Trail of Options Considered for the Draft DPD

Audit trail of options considered for the draft DPD (Council's reasons for selecting preferred policy options in light of reasonable alternatives)

D.1 Alternatives which would rely on existing national or local policy (i.e. in effect a 'do nothing' approach) have not been included below. The approach to the consideration of options which rely on existing policy has been described in **Chapter 4** of this report. In general where the Councils considered a 'do nothing' approach, it has been rejected given that the policy in the DPD represents an opportunity to add further detail to the policy requirements in the Section 1 Plan and include policy that will more directly address issues specific to the Garden Community.

D.2 Where the consultation questions included in the draft DPD has identified additional alternatives these have also been listed.

Policy/element of draft DPD and proposed approach

D.3 Key vision themes and principles and objectives.

Reasonable alternatives

D.4 No reasonable alternatives have been identified.

Policy/element of draft DPD and proposed approach

D.5 Policy 1: Land Uses and Spatial Approach (this aligns mostly directly with masterplan option 3 (maximum landscape) as included in the Prior + Partners masterplan report (2021)..

Reasonable alternatives

- Masterplan option 1 (maximum development area): a strategy that includes development on a wider area of land of the agreed ‘broad area of search’, including land south of the A133 and to the east of the new link road allowing for a lower overall density of development.
- Masterplan option 2 (maximum connectivity): a strategy that confines the majority of development to land north of the A133 and to the west of the new link road, but which delivers a higher average density of development with a reasonable level open space and green infrastructure integrated into the development.
- Masterplan option 3a (alternative approach to maximum landscape) provides development at the new Garden Community in broadly the same distribution as option 3. However, through option 3a land is provided to the south of the A133 and East of the main existing campus for university expansion. This land could accommodate academic and other university related uses. It could also allow for expansion of sports pitches and recreation in close proximity to existing related facilities on campus. This alternative would still result in the majority of the land south of the A133 and within the area of search being retained as a green buffer to

neighbouring settlements. Knowledge based employment uses would be provided north of the A133. Under this option these could potentially be extended westwards to provide a more direct relationship and link to the Knowledge Gateway. The approach could also deliver a mix of uses to the north of the A133, with the land becoming part of the Garden Community neighbourhoods.

Reason for choosing the preferred policy option in light of the reasonable alternatives

D.6 The Councils consider the preferred option, which is the maximum landscape option, to be the most appropriate option when considered against the reasonable alternatives. Whilst it requires a higher average density of new homes overall, it can still be accommodated with the flexibility to deliver different types of housing of different size, types, heights and densities to be delivered in different locations across the site. High densities respond to the climate emergency and maximise opportunities for sustainable travel. This approach enables the development to be achieved without sprawling into the open countryside south of the A133 and east of the A120-A133 ILink rRoad, whilst still providing space for a healthy network of open space and green infrastructure and to protect and respect the community and character of Crockleford Heath and other sensitive features of the site.

D.7 The preferred option allows employment opportunities to be delivered both on key strategic sites and within local centres and provides the means by which a Rapid Transit System can be routed through the three neighbourhoods of the Garden Community, separated from the link road and prioritised over private car access. The preferred option also ensures that the new community is not segregated by the new link road or the A133, and that there is space within the development to achieve the green and spacious approach that is key to the Councils' expectations of a Garden Community.

Policy/element of draft DPD and proposed approach

D.8 Policy 2: Requirements for all New Development.

Reasonable alternatives

D.9 No reasonable alternatives have been identified.

Policy/element of draft DPD and proposed approach

D.10 Policy 3: Nature.

Reasonable alternatives

- A more prescriptive policy, which lists exactly what biodiversity mitigation and net gain and SuDS requirements are required and where.
- The consultation questions included in the draft DPD also highlighted the potential for a lower or higher biodiversity net gain and tree canopy cover target to be included in the document.

Reason for choosing the preferred policy option in light of the reasonable alternatives

D.11 The preferred policy for Nature has been selected as it sets out the approach for the Garden Community to protect existing green infrastructure and

enhance the green infrastructure network for the benefit of people and wildlife. It includes a range of topics: green infrastructure, integrating green and blue spaces into built form, protection of biodiversity and biodiversity net gain, tree planting, productive landscapes, SuDS and blue infrastructure, integration of A120-A133 Link Road mitigation, and the expectations for studies to support planning applications.

D.12 The Councils have rejected a more prescriptive approach to biodiversity mitigation and net gain and SuDS requirements as there is a need for flexibility to ensure that proposals for the Garden Community are able to respond to changes to the natural environment over the lifetime of the Garden Community and changes in regard to biodiversity net gain, protected species, priority habitats and SuDS features.

D.13 A target of 10% increase in canopy cover has been selected in preference to a higher or lower target. A target of an increase rather than an overall coverage figure will lead to an increase in canopy cover. The 10% increase reflects the target in Colchester's Section 2 Local Plan, which will ensure consistency of application across the borough. Whilst trees are important for numerous reasons (e.g. amenity, health and wellbeing, carbon capture, biodiversity) there are other green infrastructure types that are important to include within the Garden Community. A higher target could affect the ability to deliver other types of green infrastructure.

D.14 The Environment Act has received Royal Assent and a minimum target of 10% biodiversity net gain will be mandatory once secondary legislation is passed. Many local authorities are already requiring a minimum of 10% biodiversity net gain and this target is included in Colchester's Section 2 Local Plan.

Policy/element of draft DPD and proposed approach

D.15 Policy 4: Buildings place and character.

Reasonable alternatives

D.16 A more detailed and prescriptive approach including a detailed Masterplan and Design Code and very detailed requirements and standards.

Reason for choosing the preferred policy option in light of the reasonable alternatives

D.17 The Councils states that a disadvantage of a more detailed and prescriptive approach of including the maximum level of detail in this Plan, is that, over the lifetime of the Garden Community development and even in the short-term running up to the first phases of development, expectations could change, and flexibility is required. For example, the housing market and the need and demands for certain kinds of homes will change over time and it would be better for the mix of housing to be determined by the most up to date evidence, than by a prescriptive requirement set out in this Plan that become detached from reality over a period of time.

D.18 The Councils have rejected the option of setting different targets for housing types as at this stage the mix of housing that will be required is unknown. The need for housing types is also likely to change over time, given that the Garden Community will be built out over c. 30-40 years. The target of 30% affordable housing is set on the Section 1 Local Plan. Requirements for other types of housing will either be included in design codes or justified as part of future planning applications supported by a Housing Strategy.

D.19 Policy 4 expects all dwellings to comply with the government's latest 'Technical housing standards – nationally prescribed standard' as a minimum. The Councils have selected this option as to achieve high quality design it is important that minimum space standards are achieved. The Councils have rejected the use of alternative space standards as following the government's latest technical housing standards is clear to all developers what is required. It also ensures that if standards change in the future, the Plan will require these and remain up to date.

D.20 The draft policy is therefore considered to be the best option as it strikes a realistic balance between establishing minimum standards and expectations from the outset and requiring additional work in the form of Masterplans, Design Codes and Strategies to determine a greater level detail going forward, based on the most up to date information available – whilst still retaining an appropriate level of control.

Policy/element of draft DPD and proposed approach

D.21 Policy 5: Economic Activity and Employment.

Reasonable alternatives

D.22 No reasonable alternatives for this policy have been identified.

Policy/element of draft DPD and proposed approach

D.23 Policy 6: Community and social infrastructure.

Reasonable alternatives

D.24 No reasonable alternatives for this policy have been identified.

Policy/element of draft DPD and proposed approach

D.25 Policy 7: Movement and connections.

Reasonable alternatives

A less comprehensive policy but with further detail provided in design codes.

- The consultation questions included in the draft DPD also highlighted the potential for the Garden Community Parking Standards to be incorporated into the policy.

Reason for choosing the preferred policy option in light of the reasonable alternatives

D.26 The Movement and Connections policy is comprehensive and covers a wide range of transportation issues, including feedback from engagement. It is split into sections on vision and design approach; active and healthy travel; public transport; parking; travel demand management; A120/A133 Link Road connectivity; monitoring, management and delivery; and planning application requirements. Many of these sections have sub-sections and the policy provides detailed requirements for each issue. The policy was written in close collaboration with Essex County Council as the highway and transportation authority and reflects their comments. The Councils have rejected, at this stage, the approach of having a less comprehensive policy but with further detail provided in design code. There is a need to ensure the full range of movement

and connectivity requirements for the Garden Community are comprehensively detailed at this early stage.

Policy/element of draft DPD and proposed approach

D.27 Policy 8: Sustainable Infrastructure.

Reasonable alternatives

D.28 No reasonable alternatives for this policy have been identified.

Policy/element of draft DPD and proposed approach

D.29 Policy 9: Infrastructure delivery and impact mitigation.

Reasonable alternatives

D.30 No reasonable alternatives for this policy have been identified.

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